

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRAVEL REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,383. 號三十八百三千大萬一第 日四念月九年二統宣 HONGKONG, WEDNESDAY, OCTOBER 26TH, 1910. 三拜禮 號六念月十年十一百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS
CALL
AT
"MOUTRIES"
TO PURCHASE
A
"MOUTRIE"
PIANO
FIVE YEARS'
WRITTEN GUARANTEE.
NEW MODELS FOR 1910.
PRICE \$378.
S. MOUTRIE & Co., Ltd.
[a342]


CHINA MUTUAL LIFE
INSURANCE CO., LD.,
HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS.
ALEXANDER McLEOD, Esq., Chairman.
C. STEPHENSON, Esq.,
Lau Yung Su, Esq.,
J. H. McMICHAEL, Esq.,
C. B. BURNHAM, Esq.,
J. A. WATSON, Esq., Managing Director.
J. A. HUGHES, Esq., Secretary.
S. B. NIELL, F.I.A., Actuary.
A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 3,566,559.00
Total Security to Policyholders \$216,813.00
LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao and
District Manager. Philippines.
B. W. TAPE, Esq., District Secretary.
Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAURENTZ, Esq.
[a1472]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 3 1/2 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a728]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. and 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 1st April, 1909. [1132]

WEISMANN'S BREAD

ABSOLUTELY PURE AND
WHOLESOME.



COURVOISIER
JARNAC COGNAC
Maison Fondée 1828.
DISTILLERS OF FINE LIQUEUR BRANDIES
SUPPLIED TO THE PRINCIPAL CLUBS, HOTELS & RESTAURANTS THROUGHOUT
THE WORLD.
Sole Agents - Caldbeck Macgregor & Co

MITSU BISHI DOCKYARD AND ENGINE WORKS.

All A.B.C. Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI — Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 715 tons and 12 knots speed, is always
ready at short notice.

AT KOBE — Telegraphic Address: "WADADOCK" KOBE.

	No. 1. 7,000 Tons.	No. 2. 12,000 Tons.
Lifting Power	460 Feet	580 Feet
Max. Length of Ship taken in	56 "	66 "
" Breadth " " "	22 "	26 "
" Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

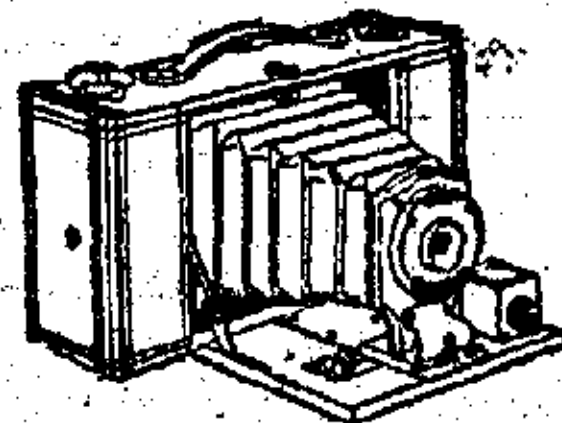


PHOTO GOODS of every description, EASTMAN
KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK
DEVELOPING AND PRINTING A SPECIALITY.

IMPORTANT NOTICE.

WE have the pleasure to advise our CUSTOMERS and the
PUBLIC GENERALLY that, under the Superinten-
dence of our new FACTORY EXPERT, recently arrived in the
Colony (who has had 18 years' experience in the leading Shoe
Factories of the United States), we are NOW prepared to supply
the FINEST up-to-date MEN'S BOOTS and SHOES in our
well-known brands "SUPREME" and "LILY" to suit the
taste of everyone. Only the finest Leather and Materials are
used, and the best workmanship guaranteed.

At an early date, which will be duly notified, we shall be
prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LD.

WORKS '98 and '99, PRATA EAST.

OFFICE AND SHOWROOM 34 & 35, Des Voeux Road, Central.
A few doors from New Post Office.

P. & O. STEAM NAVIGATION CO.

S.S. "MARMORA."
(10,500 TONS.)
CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - APRIL 15TH.
LONDON - - - - - APRIL 22ND.

FARES TO LONDON.—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2ND " £48.8 " £ 72.12 "
For Further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF

FOOTBALL BOOTS

FOOTBALLS. SHINGUARDS.

CRICKET BOOTS

CRICKET BATS AND BALLS.

BATTING GLOVES.

W. K. GLOVES AND LEG GUARDS.

HOCKEY STICKS

SPECIAL QUOTATIONS TO CLUBS.

LANE, CRAWFORD & CO.

KELLY & WALSH, LTD.

A Village Community, by Hope Dawlish... \$1.75
A Secretary of Legation, by Hope Dawlish... 1.75
The Law of the Bolo, by S. P. Hyatt... 1.75
Black Sheep, by S. P. Hyatt... 1.75
Lady Molly of Scotland Yard, by Baroness Orcutt... 1.75
Special Messenger, by E. W. Chambers... 1.75
Queen Sheba's Ring, by H. Rider Haggard... 1.75
The Shadow, by H. Rider Haggard... 1.75

Letters of a Shanghai Griffin to His Father, by Jay Denby... \$2.00
The Complete Cricketer, by A. E. Knight... 4.50
The Complete Shot, by G. T. Tassie... 6.00
Backs... 6.50
Photographic Optics and Colour Photography, by G. Lindsay Johnson... 3.10
Dramatic Elucidation and Action, by A. G. Sutherland... 1.30
Panoramas, as a Means of Expression, by A. E. Lovell... 2.75
Some Stumbling Blocks of the French Language and the Way to Avoid Them... 3.10
Our Dogs and All About Them, by E. T. Barton... 4.50
Existence after Death, Implied by Science, by J. B. Hunt... 17.00
All the World's Fighting Ships, by F. T. Jane... 17.00

JUST PUBLISHED:
A New and Important Work by Sir FRANCIS PIGGOTT
ON
EXTRADITION.
A Treatise on the Law Relating to FUGITIVE OFFENDERS.
300 Pages; With an Appendix of Treaties and Special Extradition Legislation of 350 pages; \$22.50.

Other Works, by Sir Francis Piggott:
Nationality; Part 1. 1.75
Exterritoriality; Part 2. 1.75
Foreign Judgments; Part 1. 1.75
" Part 2. 1.75
" Part 3. 1.75
Imperial Statutes; 2 Volumes. 6.00
Music and Musical Instruments of Japan; with Notes, by T. D. Southgate; illus. ... \$5.00
Studies in the Decorative Art of Japan; with Coloured Plates and Colotypes 15.00

GARDENING FOR HONGKONG, BY W. J. TUTCHER... \$1.00
LETTIS DIARIES, 1911. [a26]

SPORTS! SPORTS!!

CRICKET

TENNIS

HOCKEY

FOOTBALL

GOLF

CROQUET, ETC., ETC.

SEE OUR GOODS

BEFORE

PURCHASING

ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE.

JOHN ROBERTS & CO., LD.,

SPORTS GOODS MANUFACTURERS, BOMBAY.

TELEGRAMS: "BELLARDS," BOMBAY.

[11343]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Confort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHAIRMEN MODERATE, AND NO EXTRAS.
[a35] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table d'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1206]

ORIENTAL HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light, Throughout and Fans, and Comfortable Lounges, Private and Public Bar and Billiard Rooms, GUINNESS ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

J. H. OXBERRY, Manager.
FREDERICK REICHMANN, Proprietor.
(late Manager of J. H. LYONS (Trocadero), leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a542]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort Fine View of the Harbour.

Telephone, No. 690.
Apply to— Mrs. F. W. YATES,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA).
MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desirous of a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (S.S. Sui An and Sui Tung) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to [a213] THE MANAGER

VICTORIA HOTEL

SHAM-HEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAM-HEEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE. Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAISE PROVIDED.
Every information and special attention given to Tourists.
REASONABLE RATES.

WM. FARMER, Proprietor

INTIMATION

A. S. WATSON & CO.
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS

BRANDY:

	Per case of 1 doz.
A-SUPERIOR PALE, Red Capsule	\$20
B-SUPERIOR OLD COGNAC Red Capsule	23
WATSON'S * * * COGNAC, Gold Capsule	23
C-SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	29
D-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E-FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HNESSEY * * *	30
BOUETTEAU'S CHAM- PAGE LIQUEUR	40
FINE PALE COGNAC (Marie Brisard & Rogers)	\$20.80
S. O. F. V. O. COGNAC (Marie Brisard & Rogers) ...	61.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brisard & Rogers) ...	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.50 Per Dozen.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.
[25]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.D.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

BIRTHS.
On 23rd October, at 1.50 a.m., the wife of Mr. N. BLUMENTHAL, Manager of Astor House Hotel, of a daughter.
On 11th October, at Tokyo, the wife of Lieutenant F. S. G. POCOCK, Royal Engineers, (attached to H.B.M. Embassy), of a son.

HONGKONG OFFICE: 10A, DES VOUT ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 26TH, 1910.

The new Japanese Tariff continues to be a fruitful topic of discussion in British commercial circles, and the discussion is likely to continue while the faintest hope of some modification of the tariff remains. A Special Correspondent of *The Times*, who has written an illuminating article on the subject of the Tariff from the Japanese point of view, says the desire to conciliate English public opinion is so real that, though a "unilateral" conventional tariff agreement seems almost out of the question, and though for many reasons, including considerations of domestic politics, it will be difficult for the Government to introduce a new Bill amending that so recently passed by the Diet; yet a way may possibly be found to remedy any cases of great hardship, and especially of anti-British discrimination, "if such cases can be proved to exist." It is unlikely, of course, that any such cases do exist in the sense in which that expression is commonly understood; the point is that the tariff is notoriously injurious to certain lines of trade, which are almost exclusively British, notably the cotton textile trade. It has been pointed out that just as the present

tariff has lost to Lancashire the yarn trade, without any compensation in textiles, so now the tariff which comes into force next year threatens the existence of the cotton textile trade without any prospect of compensating advantage in other directions. Consequently Manchester is protesting strongly. When the tariff was before the Diet, Count KOMURA made use of an expression which has caused some confusion in the public mind in England, and this misunderstanding has been largely responsible for the tone of exasperation which has marked many public utterances on the subject of the tariff. Count KOMURA's remark was that with Great Britain an agreement of a reciprocal character was impossible so long as her present system of Free Trade is maintained. The *Times* special correspondent says in regard to this: "To be perfectly candid, an agreement in which tariff concession should be balanced by tariff concession would not be altogether easy, even if Great Britain were to abandon Free Trade, for British imports from Japan are trifling in amount and consist almost exclusively of raw materials on which there could be no question of placing any duty." In this connection, it is pointed out that France admits duty free 78 per cent. of her imports from Japan, America 75 and Germany 60 per cent. What the Japanese mean by reciprocity, however, is something very different to what the British public understand by that term, and the difference is lucidly explained by the *Times* correspondent. "In the Japanese view the existing commercial treaties with the Foreign Powers violate the principle of reciprocity that should exist between Powers of the same standing; they are treaties, it is pointed out, such as the Great Powers conclude with countries like China, Siam, Korea and the Balkan States, not with one another; their existence is looked upon as humiliation for Japan, and "it is regarded as inconceivable that, when they expire, any Japanese Government should consent to conclude with any other Power any tariff again which contained any restriction on the fiscal autonomy of Japan without a corresponding restriction on the fiscal autonomy of the other party to the agreement." The writer, continuing to give the Japanese view, says:

Great Britain, like Japan, frames her laws to suit herself; differences in the circumstances of the two countries and differences in the national character necessarily produce differences in their domestic legislation, as, in the cases quoted, in their treatment of foreigners. That Japanese enjoy rights in England that are denied to Englishmen in Japan is of course very fortunate for them; but it is due simply to the fact that Great Britain thinks a more liberal policy suited to her interests. For Japan to confer the same rights upon British subjects would be to modify in their favour the policy that she thinks best suited to her particular circumstances; and, to satisfy the Japanese idea of reciprocity, such a concession would have to be balanced by some special concession to Japanese subjects on the part of Great Britain. As matters stand, although there is admittedly a considerable difference between the Japanese treatment of British subjects and goods and the British treatment of Japanese, the Japanese law imposes no disadvantage on the British subjects and goods that is not imposed on the subjects and goods of other foreign countries; and British law confers no advantage on Japanese subjects and Japanese goods that is not granted to those of other foreign countries; and the principle of reciprocity is thus duly observed.

It is possible, even for a Manchester man, to appreciate the point of view presented in the foregoing paragraph, and he will realise the more clearly after reading it what scant prospect there is of any substantial amelioration of the tariff. Furthermore, if it be true that the imports from Japan into England are "almost exclusively of raw materials on which there can be no question of placing any duty" it will be seen how futile it is to represent that the anticipated effects of this tariff will afford strong support for the retaliatory tariff movement in Great Britain. Japan's exports to Great Britain, according to the latest returns, amount in value to twenty-seven million yen per annum; her imports from Great Britain in 1909 amounted to eighty-eight millions—a decrease of twenty millions on the figures of the preceding year, and if the gloomy forebodings of the British manufacturers are realised, the balance will not long continue in Great Britain's favour after the new tariff comes into force. We do not see what they have to hope for. Japan cannot now, if she wished, go back upon the tariff she has enacted. If, in her anxiety to please her British friends, she reduced the tariff on goods in which Great Britain was almost exclusively interested, other Powers would be demanding corresponding concessions. In short, the effect would virtually be a demand that she should abandon the tariff and renounce that right to fiscal autonomy which she has been at so much pains to regain. No Power can reasonably force that situation now upon Japan, and we are left therefore with the slender hope held out by the special correspondent of the *Times* that "a way may possibly be found to remedy any case

of great hardship and especially of anti-British discrimination, if such cases can be proved to exist." This scarcely satisfies the British manufacturers who expected more favourable treatment arising out of the close political relationship of Great Britain and Japan; nor will it go far among the British public generally to repair the damage which the alliance between the two nations has sustained by the enactment of a tariff which aims so serious a blow at British trade, and has irritated the British public to a degree that has manifestly weakened the popular faith in the sincerity of Japan's sentiments of gratitude to her ally.

Changes are being made in the railway timetable, and a new schedule will be issued for next month.

Yesterday the flag at the Siamese Consulate was half-masted in recognition of the death of King Chulalongkorn.

The excursion on the Kowloon Railway yesterday afternoon—cheap return fares to the frontier being issued—was well patronised, the largest number of travellers being Chinese.

Two Chinese, who were charged before Mr. J. R. Wood at the Magistracy yesterday with returning from banishment, were each sentenced to six months' imprisonment and four hours' stocks.

At the Magistracy yesterday a Chinese woman appeared before Mr. J. R. Wood on a charge of harboring two girls for an illegal purpose. The hearing was adjourned and the defendant's bail fixed at \$3,000.

A Chinese silk firm, Messrs. Kong Che Sing & Co., Limited, of the Phoenix Mills, Shantung, have opened a temporary branch at Chorlton-on-Medlock, Manchester, where they are selling Shantung silk from their own mills.

Sir John Pickersgill Rodger, K.C.M.G., Governor of the Gold Coast Colony since 1905, formerly Chief Magistrate and Resident at Selangor and Resident of Pahang and Perak, who died in London on September 19th, aged 59, left estate valued at \$9,122 gross, with net personally \$8,863.

Two Chinese were charged before Mr. E. R. Hallifax at the Magistracy yesterday with being in possession of a quantity of prepared opium. The first defendant, who had eleven previous convictions, was fined \$100 or three months' imprisonment, and the second was fined \$15 or three weeks' imprisonment.

It would appear that Mr. J. R. Wood is determined to stop the practice in vogue among rickshaws and chair coolies of rushing for fares. At the Magistracy yesterday four rickshaws coolies were charged with rushing people in the vicinity of the Hongkong Hotel, and in each instance the heavy fine of \$10 was imposed.

A Chinese woman residing at Shataukok has reported to the police that early on the morning of the 24th instant four men, armed with chopsticks, entered her house by climbing down a bamboo pole from the roof. They compelled her to hand over the keys of her house, searched them, and departed with money and other goods to the value of \$84.

A long-robed Chinese, who yesterday created a disturbance outside the Magistracy while the Magistrates were sitting, was hailed before Mr. E. R. Hallifax and charged. He was shouting loudly outside, but when he appeared before the Court he had nothing to say and his Worship, after impressing upon him the necessity of curbing his temper, bound him over to be of good behaviour for six months.

In a sale of postage stamps concluded in London on September 21, Messrs. Glendinning sold the following rare issues:—One Bangkok, 1867, 32c, on 2a. yellow, £11; one 8c, 1885, orange, with inverted surcharge, £12; Straits Settlements, 1883, 8c. in blue in red on 12c, £14 10s.; Perak: 1890, 24c, green, wmk. Crown C. C., wide space between G. and S. £23; Sanyo Ujung: 1878, 4c rose, unused, £23; and 1881-83, 2c. brown, £19.

A foreigner in a certain city in Shansi, says the *Westminster Gazette*, noticed that the English mail reached his city in 24 days, but from four to five hours elapsed from the arrival of the courier until the handful of mail matter was sent from the office for delivery, and that in a city a mile and a half in circumference. Mentioning this fact to the local post-office agent the other day, he received an interesting reply: "It is impossible," said this worthy shopkeeper, "that any delay takes place. Why! my clerk so utterly hates foreigners, that he can't bear to see your letters in the shop, and sends them out at once to relieve his feelings, if for no other reason!"

A CHALLENGE.

Mr. G. D. Lundy, Advance Manager for the Great Nicola, writes:—Five Thousand Dollars is hereby deposited to be placed as a side bet to wrestle any athlete disregarding weight or age to box 20 rounds or less at catch weights before the club offering the best purse. Match must take place inside of 20 days, and the only condition that we require is that any athlete accepting this challenge shall first allow himself to be hypnotized by the Great Nicola. All details and articles of agreement can be settled at the box office at the Theatre Royal on Friday or Saturday night.

TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinances, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE CHINESE PARLIAMENT.

CONGRATULATIONS TO THE ASSEMBLY.

PEKING, October 25th.
The National Assembly will discuss the memorial drawn up by a specially appointed committee to-morrow.

The majority of the members are in favour of the establishment of parliament at once, but the Palace conferences lead to the belief that undue haste will arouse Manchu opposition, which has been hitherto unexpectedly absent.

The Chinese Press points out that while not menacing the Throne, Parliament will relieve the Prince Regent of excessive responsibilities and labour.

Telegrams have been received from all the Provinces congratulating the Assembly.

JAPAN'S BUDGET.

INCREASE IN NAVAL EXPENDITURE.

TOKYO, October 25th.

The Minister of Finance in his annual Budget speech to the representatives of the Clearing Houses emphasised his determination to adhere to the policy of redeeming fifty millions annually.

The Minister intimated that an expansion of the Naval expenditure had been decided upon, the amount being eighty million yen, spread over six years, in addition to the fixed outlay.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS".]

CLOUDBURST IN ITALY.

EXTENSIVE DAMAGE.

LONDON, October 25th.

Torrential rains following a cloudburst have devastated the provinces of Naples and Salerno.

The rush of mud from Vesuvius partially destroyed the townships of Casamicciola, Cetara, and Torre del Greco.

Twenty-six dead bodies have been recovered.

BRITAIN'S ACTION IN PERSIA.

AN APPEAL TO THE KAISER.

LONDON, October 25th.

At a meeting held by the Persian Colony in Constantinople speeches were made denouncing the British action in Persia, and it was resolved to telegraph to the Kaiser appealing to His Majesty to prevent the partition of Persia.

PORTUGUESE MAILBOAT WRECKED.

SEVEN BRITISH SEAMEN DROWNED.

LONDON, October 25th.

The Portuguese mailboat "Lisboa," with 250 passengers aboard, has been wrecked one hundred miles north of Cape Town.

Seven British members of the crew were drowned, but all the rest were saved.

It is feared that the steamer will become a total wreck.

PORTUGAL'S LEGATIONS.

AGENTS TO REPLACE MINISTERS.

LONDON, October 25th.

A message from Lisbon states that Portugal, for financial reasons, proposes to substitute Agents for Ministers in the various foreign capitals, and to extend the diplomatic importance of the Consular service.

THE POLITICAL SITUATION IN GREECE.

LONDON, October 25th.
The Chamber at Athens, by 208 votes to 31, has passed a vote of confidence in M. Venizelos.

[FROM THE MANILA "CABLENEWS".]

THE CONGRESSIONAL CAMPAIGN IN AMERICA.

WASHINGTON, Oct. 20th.

President Taft at a meeting of the managers of the Republican Congressional campaign gave it out that he has no hope of the party's carrying New York State. It is alleged that the "old guard" of the State are allied with the Democrats in an effort to beat the Progressive Republicans.

So desperate is the situation in the Empire State regarded that it is probable that the members of the Cabinet will take the stump in an effort to pull victory out of what looks like certain defeat. The question was discussed thoroughly at recent meetings, and it is probable that members of the Cabinet will go to New York within the next few days.

WASHINGTON, Oct. 20th.

Political Washington is talking about Mr. Theodore Roosevelt's alleged slight of President Taft. A meeting of political managers was called together at Washington to confer with the President on his return to the capital the day before yesterday. Mr. Roosevelt on his way back from his southern trip was expected to be present, having been urgently solicited to come, and his schedule being such that he could have met with the President. Mr. Roosevelt avoided a meeting with the President intentionally, it is alleged.

THE BANE OF THE PHILIPPINES.

WASHINGTON, Oct. 22nd.

Bishop Charles H. Brent of Manila discussed Philippine conditions before a Washington audience yesterday. Bishop Brent declared that the bane of the islands at present was politics, and irresponsible politicians unfit for the leadership that they assume. Bishop Brent says that in his opinion industry must supplant politics in the Philippines before the islands can hope for prosperity or the people for substantial advancement.

[FROM INDIAN PAPERS.]

PORTUGUESE OFFICERS SPECIALLY HONOURED.

LONDON, Oct. 10th.

Renter telegraphs from Lisbon that the Ministers Machado and Costa visited the Rotunda Camp yesterday. They were surrounded by enthusiastic crowds.

The Ministers presented to the people Major Santos, Naval Lieut. Pereira and Captain Maia, saying that, though the revolution was accomplished by the men, women and children, great glory was due to those officers, who had convinced the incredulous of the certainty of victory. They urged the people to remain calm and work for the prosperity of the Republic.

Several of the military camps will be broken up to-morrow.

THE EXPELLED JESUITS.

LONDON, Oct. 11th.

Most of the Portuguese Jesuits will go to Brazil; some to England. Numbers of monks and nuns have arrived at Badajoz, where they have been accommodated in convents, which are strongly guarded.

HONGKONG LEGISLATIVE COUNCIL.

"TURNING THE TABLES" ON THE HOME GOVERNMENT.

The Hon. Mr. M. Stewart has given notice that at to-morrow's meeting of the Legislative Council he will move the following Resolution:—That this Council desires respectfully to draw the attention of the Secretary of State for the Colonies to the port of origin of all the opium, and one-third of the compounds, of opium, entering this Colony; and humbly prays him to lay before Parliament the propriety of assisting this Government in its endeavour to discourage the opium vice in its most injurious form by restricting the export from England of the means of gratifying it.

THE RAILWAY.

The Hon. Mr. Murray Stewart has also given notice of his intention to ask the following question:—at to-morrow's meeting of the Legislative Council:—Has the Government distributed a translation in Chinese of the scale of railway freight charges on goods passing between the frontier and Kowloon? If not, will the Government cause such a translation to be made and distributed widely?

GERMAN STOKER ARRESTED ON BOARD THE "YORCK."

A stoker belonging to the N.D.L. steamer *Yorck* has been arrested by Harbour Police at Yokohama on board the vessel, with the consent of the German Consul-General. The man is alleged to have knocked down a Japanese lad, aged eight years, who was engaged in cleaning the steamer's boilers, the lad falling to the bottom of the engine-room—a distance of about twenty feet. The reason for this act was that the Japanese stopped work for fifteen too early. The lad sustained severe injuries to his head, and his life is despaired of.

ORDER FOR A TENANT'S EJECTMENT.

DEFENDANT REFUSED TO LEAVE AFTER WEEKS OF GRACE.

Mr. A. Shelton Hooper, secretary of the Land Investment Company, summoned G. Harding, the tenant of the third floor of 50, Praya East, for failing to leave that house after having received notice.

His Worship (to defendant)—Have you had notice to move?—I have.

And the notice has expired?—It has.

Have you not moved?—No.

When are you going to move?—According to the summons, your Worship, I am here to say why I did not move.

His Worship—Then, let us have it.—For close upon ten years the owners have drawn rent from me for this particular dwelling. Unfortunately, when I received this notice I was very ill, and the doctor at the time said my case was very serious. I tried to make an attempt to comply with the demand of the landlord, but it was beyond me.

At this stage the defendant asked leave to show his Worship some papers.

His Worship—I don't think you need go through those notes. You are well enough to be here now, and you admit having had full notice.

Defendant—I wish to explain why I could not leave.

His Worship—The only point now is, how long you are going to take to leave.

Defendant—I will have to take all my belongings away. A little time will be required.

His Worship—How long will it take you to go?

Defendant—I require a little more time, with the permission of the landlord, to get another dwelling.

His Worship—Have you secured another place?

Defendant—Several. My friends would admit me as a lodger, but they fear that if they did the landlord would clear them out.

His Worship—I'm afraid it's no good your talking to me here. You admit having received your notice, and it's time you went.

Defendant—I am aware that when a landlord requires a dwelling the tenant must leave.

His Worship—When are you going to go?

Defendant—Taking all the circumstances into consideration I would ask your Worship to grant me one month's grace.

His Worship (to Mr. Hooper)—How long will you give him?

Mr. Hooper—The notice for him to give up delivery expired on the last day of August. He complained of sickness, and I continually gave him days of grace and weeks of grace until I could not stand it any longer. Then he was given up to the 21st October. He has simply been fooling the Company, and it is not in the interests of the Company that he should be our tenant, as he prevents our letting the other portions of the house. However, I do not want to be hard on him and would be quite willing for your Worship to make the order for the last day of the month.

His Worship (to defendant)—That is very generous. You have got exactly a week. You understand the state of things: you are given as a special concession till the end of the month to go. If you do not go by then, it will mean taking step to make you.

Defendant—As I said in my letters, I am very grateful for the extension.

His Worship—I think we are only wasting time. If you don't go by the end of the month steps will be taken to make you. Your things will be moved out at your risk.

Defendant—Is that the law?

His Worship—That is what will happen.

Defendant—That is the law?

His Worship—When your landlord does not want you. The house is to be handed over by the end of the month, and you should think yourself lucky that you have got this extension.

Defendant—It knocks me up. I am afraid I will have to lie down or go back to hospital.

His Worship—We can't consider that.

Defendant—May I ask for a fortnight's extension?

His Worship—No. You are given a week. By next Monday evening you must be out with your belongings.

Defendant—Your Worship—

His Worship—I don't think we need waste any more time. That is the order.

Defendant—Would you kindly make allowance—

His Worship—Every allowance has been made. If you are not out on Monday night you will be removed.

THE NEW P. & O. STEAMERS.

The two new mail steamers now building for the P. & O. Company are similar in type to the present vessels of the "M" class, but of much larger tonnage and greater power. One vessel is being built by Messrs Caird & Co., at Greenock, and the other by Messrs Harland & Wolff, at Belfast. The names chosen for them are respectively *Medina* and *Malaga*. They are the following dimensions:—Length, 550'; breadth, 62' 6"; depth, 39' 3"; and their tonnage will be 12,500 gross, as against 11,000 of the *Mores*, the largest vessel at present running in the Company's service.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Dr. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tze, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

A MEMBER'S ABSENCE.

The President informed members that he had received a letter from the Hon. Mr. Howett stating that he had been called away on business and that he would not be able to attend the meetings of the Board during the next month.

THE VETERINARY SURGEON QUESTION.

The reply from the Government relative to nominating any Medical Officer of Health or Assistant Medical Officer of Health to act as Colonial Veterinary Surgeon was as follows:—In reply to your letter of the 14th ultimo I am directed to inform you that the Attorney-General is of the opinion that under the Public Health and Buildings Ordinance as it stands any Medical Officer of Health or Assistant Medical Officer of Health appointed to act as Colonial Veterinary Surgeon should possess the veterinary qualifications, and that when opportunity offers it is proposed to regularize the appointment of Medical Officer of Health or Assistant Medical Officer of Health not specially qualified as veterinary surgeons to act as Colonial Veterinary Surgeons.

The paper was laid on the table.

"WANT OF CONSIDERATION."

A letter from the Government relative to the latrine adjoining Hung Hom Docks was read, in which the Government declined to adopt the recommendation of the Board for the conversion of the latrine into a trough closet.

Mr. HOOPER minuted—I regret that the Government do not show more consideration for the European employees of a local industry which contributes so much to the rates of the Colony.

The President said that members had before them a letter from the Government with regard to what was practically a petition from the Dock Company to have something done to do away with what they maintained was a serious nuisance at the Hung Hom Docks. A committee consisting of the Medical Officer of Health, Sir Joseph Fayrer, and the speaker, came to the conclusion that the nuisance would be mitigated by turning the latrine into a flush closet. This suggestion the Government apparently did not see its way to grant. The other portion of its letter dealt with the question of removing the sources contributing to this nuisance. It was hoped by making a road from the latrine to the foreshore and by erecting a pier to get rid of the nuisance.

Mr. HOOPER thought the reply from Government was most unsatisfactory. He thought they paid, as he said in his minute, very little consideration to a most important industry which employed a considerable number of Europeans who with their families were resident there. Over 100 were within gunshot of this latrine. This was reported by the Sanitary Board as being a nuisance and dangerous to health in the opinion of the Board's medical officer. They took the trouble to appoint a committee who suggested means whereby this nuisance might be mitigated, but the Government drew a red herring across the pathway by saying that it was possibly brought about by the stuff being carried not only from the latrine but from other places in the neighbourhood to the night-soil boat. Their reason for not carrying out the suggestion of the committee was because in the first place the revenue of the Colony would be reduced by \$900, the price which the stuff brought in the market. Another reason was that if there was a water-carrying system and it was pumped out into the harbour it would contaminate the harbour. He would like to ask whether this was likely to make it worse than it is at present with the tremendous population on sampans and junks who used it at present. It was a very feeble argument, and considering the Dock Company were the people most concerned and offered to bear part of the expense, he thought that very scant courtesy had been shown to members of this Board and particularly to the intelligent select committee whose report the Board had unanimously adopted. He moved that the matter be brought up again in three or four months' time so that they might see the result of the means now being taken to mitigate the nuisance and so that the matter could be discussed again then.

The President said he believed the other members of the committee as well as himself were under the impression when they made the suggestions they did that there was no objection to the discharge of sewage into the harbour. It was news to him that there was no scorn at this particular place.

Colonel BEDFORD seconded the motion, which was carried.

UNFILTERED WATER AT POKFULAM.

The letter from the Government relative to the supply of unfiltered water from Pokfulam reservoir was as follows:—

"With reference to your letter of the 29th ultimo I am directed to inform you that the Director of Public Works has informed the consumers of unfiltered water from Pokfulam reservoir that the water as supplied to them is unfiltered, and that he advises them to boil it."

Dr. FITZWILLIAMS minuted—I don't think that this is sufficient. What is wanted is clean water, not advice to boil what is served out. All the consumers in the Pokfulam district do not read the water reports, and in consequence would not realise the danger even if they understood the significance. Warning them, therefore, by whatever means are employed, does not shift the responsibility of the Government in an important matter.

Hon. Mr. HEWETT—This case confirms the report of the sub-committee that the water in Pokfulam is unsafe at certain times.

The REGISTRAR-GENERAL—Who are the consumers of this water? Are there any Europeans?

The PRESIDENT—The Dairy Farm and the French Monastery.

The REGISTRAR-GENERAL—Has notice been served on the Dairy Farm?

The PRESIDENT—They have been advised to boil the water, I understand.

The VICE-PRESIDENT—The Board must remember that it is not possible to give a filtered supply of water to every individual who occupies a house in any part of this Colony. If any attempt is made to enforce the suggestion of the Board the only alternative would be to cut off the supply of this water to those people, which would put them to much more serious inconvenience than they suffer at the present time by having to resort to the boiling of such water as they use for domestic purposes. From the locality in which they are situated they would have to fall back on the supply from wells, and it is doubtful if they would contain a sufficient supply for their requirements. Therefore it is a considerable boon to them to obtain this supply of unfiltered water.

The REGISTRAR-GENERAL—I think that would be a good enough reply were it not for the fact that the supply of water to the Dairy Farm affects people living in other parts of the Colony. That seems to me to be the most serious point.

Dr. FITZWILLIAMS—I think this is a most serious matter. The reply from the Government that people are to be advised to boil the water is entirely unsatisfactory. People who are going to have this notice served upon them will probably not read it, but the point is, that because we have not had an epidemic it does not follow that we shall not have one. An epidemic will occur. Who is going to be the scapegoat? The Government got first choice, and the Sanitary Board got the blame. A bad epidemic means a fearful panic, and people will be asking for a commission on the water supply and reports will be published that the Government have been issuing water which is manifestly dangerous. For some time, somebody has got to stand as scapegoat. I think the Board must protect itself in this matter, as they are the obvious people on whom the blame will be laid.

The letter was laid on the table.

LIGHTING OF TSIMSHATSUI MARKET. A minute by the President on the lighting of this market was submitted, and the President explained that the Public Works Department and the Sanitary Board were partly responsible for the work. The tenders for the insulation had been submitted to the Public Works Department.

The REGISTRAR-GENERAL—The question for the Board is whether we shall employ gas or electricity?

The PRESIDENT—Yes.

Mr. HOOPER said he never heard a more astonishing proposal. The Board was being asked to approve of the lighting of the market, but no figures were supplied. When he asked for the tender to be submitted he was told that it could not be because it had been sent to another department. He described this as buying a pig in a poke. On a previous occasion a sub-committee had considered the lighting of the Central Market and had received the thanks of H.E. the Governor for having been able to effect a saving in the lighting to the extent of about fifty per cent. The President had put before them certain facts about the tender which had been received from the Electric Light Co., but he had not told them anything as regards the conditions.

The PRESIDENT said the Company was prepared to make the installation.

Mr. HOOPER pointed out that if the tender for the installation was accepted it would mean that the Board would be in the hands of the Electric Light Co. to charge anything they liked for current. He would like to know the cost per month and compare it with that for gas so that the Board could see which it was worth their while to accept.

The PRESIDENT stated that all the information as to lighting was in the minute.

Mr. HOOPER contended that the Board should obtain an estimate from the Gas Co. and see which would be cheaper and better.

The VICE-PRESIDENT said that it resolved itself into the question of what lights the Board would consider the most satisfactory.

Mr. HOOPER—Taking into account the cost.

The VICE-PRESIDENT said they must, of course, study the cost.

Mr. HOOPER proposed that the question be delayed, and a tender obtained from the Gas Co., so that the two could be considered.

Colonel BEDFORD seconded, and the motion was agreed to.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.55 a.m.—The barometer has fallen slightly over S. Japan and the Bonins, and risen moderately to slightly over S. China, the Southern Loochoos and the Philippines.

The shallow depression lying between the Loochoos and the Bonins, is moving towards the E.N.E.

Pressure is high over the Yangtze valley. Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N.E. winds, fresh; fair. Same as No. 1. South coast of China between Hongkong and Loochoos. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, October 5th.

SIR FREDERICK LUGARD AND THE UNIVERSITY.

In the current number of the *Nineteenth Century* Sir Frederick Lugard has a powerful plea for British donations to raise the remaining £100,000 needed to put the Hongkong University on a safe and sound footing. It is, on the whole, the best statement of the case for Western education in the Far East that I have ever heard or seen. Sir Frederick adds to a survey of the situation:—

"Nations are actuated neither by motives of evangelism nor of philanthropy, but it is not consonant with the traditions of Englishmen to stand aside and refuse secular help to a nation rightly struggling to be free from the trammels of ignorance and superstition. It is the pride of ignorance which to-day prevents the Chinese from benefiting, as the Japanese have benefited, by the scientific knowledge of the West. To-morrow, when this phase of prejudice is past, China will recognise the debt she owes to those who have assisted her, while respecting her present prejudices, to gain the knowledge she desires. What England has done for India and for Egypt in mitigation of famine, by introducing railways which can carry food to stricken districts, and by remedying a deficient rainfall by irrigation; what she has done in arresting germ-born diseases—plague, malaria, cholera, and small-pox—by medical science, she can help China to do for herself and she can mitigate her poverty by teaching her how to develop her unrivalled mineral and agricultural resources. And in so doing she will strengthen the bonds of friendship both now and hereafter, and reap a material reward in the development of the future. These are legitimate ambitions, whether to the philanthropist or to the merchant; nor will the movement and aspirations of a vast nation be shocked or altered merely by a lack of sympathy on our part. It is better to help than to stand by as an apathetic spectator."

Incidentally Sir Frederick suggests that such a movement as this University movement indicates that the Crown Colonies as well as the great autonomous "Dominions" of the Empire are becoming articulate and giving indications of an unsuspected vitality and a capacity for dealing with problems which lie beyond the horizon of the ordinary trader or merchant.

The £600 raised by the China Association strikes Sir Frederick as showing up rather badly against the sums raised in the Far East, and he appeals for a generous response for this present appeal, concluding with the hope that "the British public will not make the last Budget, or some similar excuse, a pretext for allowing themselves to be outdone in generosity by Chinese, where an institution of Imperial importance in a British colony is concerned."

ALONG WITH MR. ANDREW CARNEGIE, Sir John Jordan was made a freeman of Belfast the other day. Mr. Carnegie, in responding to his health at a civic luncheon, got on to his favourite subject of peace advocacy. Sir John Jordan spoke of the relations of Ireland to the Far East. Their trade relations with the Far East, he said, were considerable, but what was more important there had been an export of men. Belfast and Ulster, more than any other portion of the United Kingdom, had contributed men for Imperial service to the East and Far East, including Lord Dufferin, Lord Macartney, Sir Henry Pottinger, and Sir Robert Hart. The last ten years had seen more progress in China in the European sense of the word than the previous ten centuries. When he first went to China in 1876 there was only one line of railway, and that was only for a distance of ten miles, but now railways were being constructed throughout the vast empire. Nor was the change principally a material one. The intellectual development of the country was equally remarkable. What all these momentous changes might produce no wise man would venture to predict, but he thought he might say that the innate stability of the Chinese character, the love of peace, and above all the sanctity of their family relations justified the hope that the reform would make for peace and for the good of the world.

SIAM AND KING GEORGE'S CORONATION. Considerable importance is attached to the visit of the Crown Prince of Siam to attend the Coronation next year, quite apart from the added touch of the picturesque that will be given to the proceedings by the inclusion of this representative of the flourishing little Oriental State. For along with him will come a number of notables who will while here study our industrial conditions, with a view to deciding how far the mechanical resources of Siam may be improved. As they mean to do the principal centres of industry rather thoroughly they may stay longer than the Prince.

[These arrangements are probably upset by the death of King Chulalongkorn and the accession of the Crown Prince to the Throne, announced yesterday.—Ed.]

JAPANESE COMMERCIAL DEBUNKERS.

Following the Anglo-Japanese Exhibition the painful subjects of the Mikado are getting their commercial representatives out on the road so that any commercial advantage accruing to the advertisement given by the exhibition to Japanese wares will not be wasted. The warehouse and wholesale house quarters of the City, round Aldersgate Street, are full of these smart, alert drummers for business in "soft goods," and they make up for any lack in the command of the language by any amount of grit and push. One of them told a British business man he had sold £1,500 worth of goods in six weeks. "But will that pay you?" asked the Englishman. "No," he replied, "but it will open trade, and that is what I am here for."

BRITISH OFFICERS FOR THE CHINESE ARMY.

I understand that, in response to a request from the Chinese authorities, at least one, and it may be three, officers will be nominated for service in the reorganisation of the Chinese Army. If it is decided to nominate three, each will represent a separate arm of the service—cavalry, artillery and infantry. The Japanese Government at first raised objections, because it was feared the appointments would lead to the selection of many other international officers. But explanations, I understand, have smoothed the way and the objections have been withdrawn.

GERMAN CROWN PRINCE AND AMERICA.

The American love for lionising peers and princes has given the Crown Prince of Germany a keen disappointment. For he wanted to go by way of America and the Pacific on his Oriental tour, but the fear of undignified scenes made the Kaiser insist on the reverse route. For it is still remembered in Germany how the American women fought to see Prince Henry of Prussia when he spent two strenuous democratic months in the States. The New Yorkers, who had mobbed him and ripped the buttons off his coat as souvenirs, he left easy under the impression that they had given him the "time of his life," but when he got home he let it out to his intimates that however well meant the attentions were they were too boisterous and obtrusive for flesh and blood to stand—unless born to the American atmosphere of brazen bustle. The Crown Prince has already shown that he is an admirer of American girls by falling in love with one or two before he married. He has always been keen on seeing their country and the sky-scrapers that are reared by men who have raised the cost of living almost as high. If he has to come home by the Siberian railway—and at present the Kaiser is adamant—he will be a most disappointed young man. He would risk the hubbub told of by his Uncle if only he could jog across the United States in a Pullman car and study land and the human types in the dominion of the dollar.

THE STEAMSHIP PASSENGER.

There was a case this week in the City of London Court that may be of interest, if not of importance, to some of your readers. Mr. Henry J. Eck, with his wife and daughter, went to Capetown in August last year on a Union-Castle boat, travelling first class. They returned in December, paying fifty-six pounds for accommodation. After they had been at sea some days Mrs. and Miss Eck, it was declared, could not occupy their cabin any longer because there was a complete absence of ventilation. Now in the literature issued by the Company it is stated that a complete system of ventilation had been adopted and that electricity was brought to bear on the cabins, saloons, etc., by the adoption of a large number of electric fans. Yet there was no fan in Mrs. Eck's cabin, and Mr. Eck had to pay £2 10s 0d more to enable him to occupy a cabin where she could have the accommodation she needed. So the result was he had to recover this or the contention that there had been breach of contract and misrepresentation. The cabin without a fan was quite intolerable. The port-holes of the cabin could not be kept open because of the trade winds. The Company urged in defence that electric fans were not guaranteed for all the cabins. Counsel added, "This case is of great importance to all steamship companies, as actions may be brought against them broadcast." But Judge Rentoul, on reading the booklet he felt sure every-one would think all the cabins had electric fans in them, whereas this cabin allotted to Mrs. Eck had not. If there had been a fan in the cabin, no matter how badly ventilated it was, the Company would not have been liable. If fans had been provided and they had gone wrong there would have been no case. Therefore in the present circumstances, judgment must be given for Mr. Eck with costs. Leave to appeal was refused.

AN OLD SAILOR.

At Bo'ness the death has just occurred of Tom Grant, at the age of 78, after a varied life. The son of a whale harpooner, he was born with a love of the sea, and at the age of eleven was apprenticed for four years to the whaling trade. After a while he was shipwrecked on the coast of Greenland, and had a hard time with his companions before reaching a Danish settlement. After his apprenticeship he entered the merchant service and then changed to the Royal Navy. At the outbreak of the Crimean war he took part in the blockading of the Baltic in 1854. Three years afterwards he was at Calcutta during the Indian Mutiny and then he was sent to Hongkong on the news coming of disturbances in China in 1869. There he helped to cut the heavy chains and hawsers that barred the advance of the British fleet. He saw the burning of the Peking Palace and soon afterwards retired from the Navy to act as gatekeeper and diver at Bo'ness Dock.

THE NEXT ELECTION.

When is the election to come on? Well, at Lloyd's they evidently don't think it will be yet awhile, for the odds they lay against an appeal to the country any time next year are about two to one. But in the meantime there are some lively games going on in politics. To begin with, there is the party conference on the Lords veto that is trying to fix up a working arrangement so that the Coronation year may be free from electoral strife and yet give no points to the Radical "hickers" who would at once attack the Premier for his "treachery." Then there are the Liberals who are side-stepping around, trying to look pleased because there is now an outcry for payment of members such as they have been advocating for years. Finally there is the declaration of F. E. Smith, K.C., M.P., the young hopeful of the Conservative party, and some papers for payment of members, while other Conservatives and some other papers are

denouncing the proposal as treachery to the high principles of the defenders of the constitution against the advance of Socialism.

THE CORONATION.

There are already plenty of signs of the approach of the Coronation, though that event is not fixed till June 21st. There is lively booking, even now, for seats on grand-stands and at windows, and as for the best rooms at the leading hotels they are mostly taken by American millionaires or such dollar-magnates. The boom orders also extend to house decorators on the line of route, for everybody wants to present a clean house front wherever a procession is to pass. Very likely, too, they expect to get it all back by letting their windows in cases where the money is of any consequence. And for the entertainment of visitors to town there will be plenty of shows, apart from the pageant of Imperial troops and international representatives. The White City at Shepherd's Bush will have a special Coronation exhibition, probably of all British goods, at Earl's Court there will be another, and at the Crystal Palace there will be the Pageant of Empire that was postponed from this summer.

THE POWDER-KEG OF THE NEAR EAST.

How close the spark is to the powder keg in the Near East hardly anybody knows outside that region, writes a correspondent of mine in Constantinople. The Greeks are screaming insults at the Turks, convinced that they may say what they like and the Powers of Europe will save them from the avenging scimitars of the Moslem hosts. Yet Austria and Germany are friendly to Turkey, and only Bulgaria would rejoice at warfare. And all this time, even since April, fifty thousand men have been employed on a war footing in Albania, within striking distance of the Greek frontier, by the Young Turks. The ostensible reason is to cow the rebellious Albanians, but that is only a pretext. The real reason was that the Macedonian Redifs were in need of field training; and now they have had it they are the hardest and best suited force in Europe for mountain fighting. If once the spark gets into the powder-keg, therefore, the dismal rout through which the degeneracy of the Greeks became a byword for the world during the last war with Turkey will seem as a gentle jaunt compared to the chaos that will fall upon the land when the hosts of Allah surge down on the country with flashing sabres and hearts full of long restrained hate.

OIL WAR.

STANDARD OIL TRUST'S CHALLENGE.

The Standard Oil Trust on the 3rd inst. issued an important statement with reference to the reports current in Europe regarding a trade war in oil.

It declares: "Notwithstanding the enormous over-production of crude oil, there have been reports in the past six or seven months upon the new oil companies for the purpose of developing new petroleum fields located all over the world. It is a foregone conclusion that only a very few of these companies will ever successfully reach the actual producing stage or in any way become business factors in the world's petroleum business, for it is not to be expected that any already established petroleum companies will be willing to stop aside to make room for them."

The Standard Oil Trust announces that in view of these conditions it has "inaugurated a campaign to increase the world's consumption of refined oil by making 'considerable reductions in price in the East and in Europe.'"

It gives statistics to show that the production of crude oil in the United States has increased by 60,000,000 barrels in the three years 1906 to 1909, or two-thirds of the entire world's increase.

SINGAPORE DOCKS.

The works now in progress at Singapore for the Tanjong Pagar Dock Board include an extensive reconstruction of the main wharf. Where the nature of the ground and depth of the foundation renders it advisable to depart from the general method of construction by concrete blockwork walls, the wharf is carried on wrought iron cylinders sunk to the required depth and filled with concrete, a steel superstructure of girders and trough piling being laid on top to form the floor. The length of the wharf constructed in this manner is 1,830ft., the width of the floor being 62ft. 3in., and the depth to which the cylinders are sunk varies between 50ft. and 84ft. A length of 2,015ft. radius, and there are two bends or knuckles, necessitating a special construction of the girders and flooring. The wrought iron cylinders, of which there are three rows across the wharf, are built up of plates and sections, the bottom lengths being 10ft. in diameter for the middle. They are provided with a cutting edge, and all rivets are flush on the outside. The shafts of the cylinders are 8ft. in diameter for all rows, and are in 8ft. lengths, provided with flanges for bolting up, taper or "coned" lengths being introduced between them. A selection of making up lengths varying from 1in. to 4ft. in length is sent to the site to enable the cylinders to be finished level at the top. Each length of cylinder is shipped in four pieces, which are riveted together on the site to form a complete segment. The segments or lengths are connected together by turned bolts, and all flanges are faced in the lathe. The flange holes are drilled through jigs. The cylinders are braced together transversely by strong box struts near the top, and carry the transverse floor girders, which are of massive box section on bed stones founded on the concrete "hearthings." Five rows of longitudinal girders run in between these transverse girders, and on the grid thus formed steel trough flooring is laid. Cast iron bollards, of both hook and mushroom type, are placed at intervals on the floor, and are secured by chains reaching well down into the concrete of the cylinders. Two tiers of braced wall girders are carried by the top lengths of cylinders on the face, and strong fender timbers are bolted thereto. About 10,500 tons of wrought iron and mild steel and 450 tons of cast iron and steel are required. The contract is being carried out by the Thames Ironworks, Shipbuilding, and Engineering Company (Limited), who have now despatched about 6,000 tons of the work. The engineers for the work are Messrs. Coode, Son & Matthews—Times.

SPORT.

"OUR COSTLIEST RELIGION."

Sport is called by the *Glasgow Evening News* "our costliest religion," and it puts that cost at £25,248,496 in one year. And this, it suggests, is the way the money goes:—

GRAND SUMMARY COVERING THE COST OF SPORTS FOR ONE YEAR IN BRITAIN.

	Invested.	Expended.
Turf	£4,000,000	£3,693,000
Shooting	—	7,248,707
Dog shows	—	914,653
Courting	—	217,536
Hunting	—	15,520,600
Field trials (sporting dogs)	—	6,000
Polo	750,000	165,000
Fishing	750,000	550,000
Yachting	5,000,000	1,600,000
Conchology	150,000	50,000
Horse shows	250,000	80,000
Sports of the people	10,000,000	15,000,000

£25,248,496

ON DEPRESSIONS IN SPORT.

"It is the charming attribute of the British that no depression of trade, no looming menace of foreign supremacy in the markets of the world, will abate their indulgence in any marked degree," adds the *Glasgow Evening News*. "We spend more money on recreations than any other race. The above sum excludes theatres, music halls, holidays, and alcohol. The Turf itself extracts nearly £4,000,000 each year from the pockets of its votaries, and to this must be added the amounts permanently invested in the sport which would include the value of 5,000 horses in training, say, £2,500,000, and the training downs and courses, £1,500,000. Probably nothing short of £5,000,000 a year is involved."

A golf £3,000,000 annually is circulated in Britain, cricket and football must mean the expenditure of at least £10,000,000. Other sports, such as yachting, cycling, boating, tennis, and whippet racing may be added, and to this must be added the amounts permanently invested in the sport which would include the value of 5,000 horses in training, say, £2,500,000, and the training downs and courses, £1,500,000. Probably nothing short of £5,000,000 a year is involved."

THE HUNT BILL.

"If the fox were to become extinct in Britain it would save the country £15,500,000 a year—figures seem a queer quarry took its place. This spent on fox-hunting and cognate sports in this country are obtainable in approximate accuracy. We have £10,150,000 worth of hunting horses, £256,200 worth of fox-hounds, stag-hounds, and harriers. It takes £4,000,000 to maintain our harriers, £1,500,000 to keep the packs. The amount circulated by hunting men in the English shires cannot be estimated, but it is enormous."

SHOOTING AND FISHING.

"When we come to shooting and fishing the cost involved is indicated by the fact that the amount collected for game licences for a year is over £180,000, and for gun licences £12,000. There are at hand four volumes of fine prints aggregating 2,059 pages, all pertaining to shooting, fishing, and rents in Britain. The cost of shooting and fishing to let total between £15,000,000 and £20,000,000 per annum. Wages, gratuities to shepherds and allowances to farmers, the keep of dogs, expenses of gamekeepers, clothing, the rearing of partridges and pheasants and gun and game licences bring the cost of shooting up to at least £1,250,000."

THE FALL IN CONSOLS.

The *Pall Mall Gazette* of the 23rd ult. contained the following comment on this subject:—Consols recovered a little to-day as the result of the efforts of the Government broker, but the recent features of the fall in our premier security are the best influence which it has on markets generally, and the unpleasantness of the position for banking and other institutions which hold large amounts of Consols, down to 80, and it is obvious that even if the price falls no further, they must write down their holdings in their balance-sheets still further. Of course, the reserves of these institutions are large, and the burden to have to apply even reserves to this purpose. The steady and persistent decline of Consols in spite of the glut of capital and the continued release of large sums into the Treasury is a nasty feature in our political situation. Granted that the trade improvement continues, it is evident that the tendency must be to depress quotations still further by the more extended field existing for capital. It is perfectly evident that nothing except departmental purchases has saved Consol quotation from falling to 80 or thereabouts, and it is difficult to see what can keep the price from going still lower. It is not a pleasant commentary on the course of legislation. There is not the slightest doubt—the most bigoted and blind Radical can discover it for himself—that there is a feeling of profound mistrust as regards the treatment of capital in this country by the Government. The evil results are naturally felt by the premier security, which is still hopelessly out of favour, and nobody seems willing to say a good word for the stock. Let past adverse influences—the wars, the rubber collapse, or what not—have been what they may, the stock ought at the present time to be on the up grade. Instead of that, everybody is asking to what figure it is likely to fall, and there is not any sign of fresh business to serve the market.

THE FIRST JAPANESE DREADNOUGHT.

Many of the Japanese papers publish leading articles referring to the launch of the battleship *Kawachi*, which ceremony took place at Yokosuka last week. The *Kokumin* says the construction of the *Kawachi* reflects the development of the shipbuilding industry in Japan. The *Kawachi* has a displacement of 20,850 tons, twelve 12-inch guns in addition to smaller armament, and is 300 ft. long. Thus the *Kawachi* is three times stronger than the *Albatross*, and is even superior to the British Dreadnought, though she is rather behind the British battleship which was launched in August last. The *Nippon* points out that the *Kawachi* is the first of the Dreadnought type built for the Japanese Navy. The *Kawachi* represents all the knowledge acquired in the late war. The ship was laid in Yokosuka on April 1st last year. The battleship being built in eighteen months. The paper points out that Germany and Japan are adopting the same kind of gun, while Great Britain and the United States use another type.

ENTERTAINMENT

HARMSTON'S
GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.
GRAND OPENING NIGHT!
FRIDAY, OCT. 28TH, AT 9 P.M.
Location: CAUSEWAY BAY.

OUR NEW ALL STAR COMPANY OF LONDON AND CONTINENTAL ARTISTS
30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a Large Cage erected in the Circus arena.

THE BROTHERS KAVANAGH,

AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Equestrians and Acrobats.

THE TRIO FROLIO

Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCA

In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol.

(Cartridges 22 Shot.)

PICCOLO AND FLORI (CONTINENTAL COMEDIANS)

With their Canine Wonders, who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

Who Performs throughout the Whole Programme.

RUDSIT, TRAMP CYCLIST.

Miss JESSIE BOWER,

Song and Dance Artists.

AND THE CHAMPION ALL ROUND DUO,

DICK HAYES.

Talking and Singing Clown.

NOVELTIES,

The Miraculous Mims.

JENNIE & WILLIE HARMSTON-LOVE.

OUR STUD OF PERFORMING HORSES AND PONIES TRAINED AND INTRODUCED BY

ALFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of Performing ELEPHANTS, TIGERS, LEOPARDS, BEARS,

KANGAROO, EMU, AFRICAN BABOON, DOGS, MONKEYS, etc.

Booking for Boxes and First Class Chairs at Robinson Piano Co.

FIRST MATINEE PERFORMANCE

SATURDAY AFTERNOON, OCT. 29TH.

Doors Open at 3 o'clock. Performance at 4 P.M. sharp. Children Half-Price at Matinees only.

Evening Performance at 9 P.M. sharp. Doors Open One Hour Earlier.

PRICES OF ADMISSION.

Full Box 6 Chairs ... \$15.00 Stalls ... \$1.00

Single Seat (Box) ... 3.00 Gallery (Native only) ... 50 cts.

Chairs ... 2.00

Soldiers and Sailors in uniform Half-Price to the \$1 and \$2 Seats.

Booking at ROBINSON PIANO CO.

N.B.—Special Trains will run before and after the Performance.

MADAME HARMSTON-LOVE ... Proprietress.

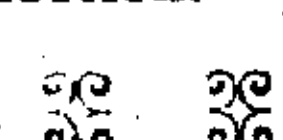
COL. BOB-LOVE ... Manager.

R. ALTON ... Agent.

W. H. BROWNE ... Agent.

For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

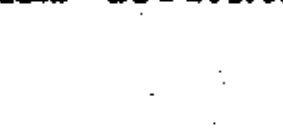
Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal
Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification caused by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.



SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchangers. Nos. 35 & 37,
Hing Loong Street, (2nd St., west of Central
Market). Telephone No. 515. [496]

DAVID GORSAR & SONS

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBBERG & CO
Sole Agents. [535]

THE PORTUGUESE REVOLUTION.

FIRST PRESS CORRESPONDENT'S
DESCRIPTION.

GRAPHIC AND DETAILED ACCOUNT.

The special correspondent of the Daily

Chronicle at Lisbon telegraphs:—

"When I escaped from Lisbon on Wednesday in a ship bound for Vigo, the revolution, which was premature and unexpected even by the Council of Republicans, was victorious all along the line. Four-fifths of the city was then in the hands of the revolutionaries. The mass of the people were apathetic and took little part in the fighting. The struggle was mainly between the loyal and the disaffected troops and was in no sense a popular uprising. Most of the inhabitants hid in cellars and did not issue from them till the danger was over."

"The loyal troops, especially the Municipal Guards, were fighting for thirty hours. They fought with remarkable bravery, and though they outnumbered the Republicans they were disheartened by the want of enthusiasm on the part of the officers, many of whom secretly sympathized with the revolutionists. Weakened by losses and lacking leadership, small bodies of Royalists, at different points, hoisted the white flag on Wednesday morning. Finally, after some of the most desperate street fighting I have ever witnessed, equaling that at Constantinople, the great body of troops joined the Republicans in a mass."

"The outbreak took the Government by complete surprise. The spark was the murder of Bombarda, who was a faithful Republican and an active propagandist, by a Lieutenant of the General Staff named Santos, an ardent Royalist. He was recently an inmate of Bombarda's lunatic asylum. The extreme revolutionaries used the murder as a weapon to incite the people. The Republican newspaper, *Seculo*, on the 3rd instant, circulated a placard calling on the people to end a monarchy permitting such foul deeds. Riots ensued in the evening, and were suppressed; but the rioters went to the barracks of the First Artillery, and in response to the clamorous demands of the populace, the artillerymen refused. They made prisoners of the only two officers in barracks, examples on the Royalist flag, which the mob tore in pieces, broke into the armoury, and distributed rifles to the civilians. The artillerymen then marched out of barracks, carrying the Republican flag. Four field guns took up commanding positions on the heights in the park of Praca Marques Pombal and entrenched themselves. They seized showmen's booths and refreshment stalls in a great fair on the Avenida Liberdade, converting them into batteries."

"News of the rising was quickly telegraphed and telephoned to other disaffected centres, and immediately, in accordance with a prearranged plan, telegraphic and railway communication between Lisbon and the outer world was cut off. The 16th Infantry Regiment in barracks north-east of the city, hearing of the revolt of the Artillery, also mutinied, shooting their Colonel and two officers in cold blood. Led by the sergeants, they poured into the streets, where they were joined by their civilian sympathizers. They effected a junction with the Artillerymen before the Government had completed posting the Municipal Guards and the 5th Regiment of the Cascaes Infantry. The 5th Regiment on the heights overlooking the Avenida Liberdade. The police were called out, but the Chief was absent. He telegraphed to the Minister for War that he had been taken suddenly ill and was compelled to remain in bed."

"In the meanwhile, the revolutionists, who had sign of the revolution, came ashore, commended and mounted on horseback, broke through the Royalist lines and joined the rebels and superseded the sergeants, who had hitherto been in command."

"There was considerable desultory firing on Tuesday. The Royalist Colonel was satisfied with holding the revolutionists till daylight. A body of rebels, at three in the morning, proceeded to the Palace Nacional. They were received by the fire of machine-guns by the Infantry Brigade assigned for the protection of the Palace, and fled in disorder. Many of the mutineers were captured."

"At sunrise the sailors in the marine barracks of Alcantara hoisted the Republican flag and sent detachments to seize at the Brigade guarding the Palace. At the same time the three warships in the Bay hoisted the Republican flag, and fired a salute, the crews manning the ships cheering, while the people ashore returned the cheers. A desperate struggle on board the *Fernando* ended in the temporary down-hauling of the rebel ensign."

"The city was now as dead, save for the rival armed camps breathlessly awaiting a naval battle. The Republican cruisers *Rafael* and *Adamastor* steamed across the Bay broadside on to the flagship *Dom Pedro*, which was still flying the Royal Standard, but the guns of the latter did not open fire on the admirable target. The *Rafael* and *Adamastor* opened off Alcantara and opened fire on the Palace at a distance of a thousand yards. The second shot carried off the Royal ensign, others going wide, striking and tumbling down the adjoining houses, whose inhabitants looked on in dismay."

"King Manuel throughout displayed the greatest bravery. Though many of the entourage fled, he refused to go, but ultimately yielded and quitted the Palace in an automobile, smiling and smoking a cigarette. He bitterly resented the necessity for flight, which was rendered more humiliating by the fact that the Republicans sent him an ultimatum early on Tuesday, demanding his abdication before four in the afternoon. The Republicans sought him on board the Brazilian cruiser *Sao Paulo*, but the Commander refused to allow them on board."

"The *Adamastor* and *Rafael* then steamed back to the Arsenal and bombarded the Ministries of War and Marine, killing the employees at their desks. They shelled the Praca Commercio, killing some of the Municipal Guards and numerous spectators. Apparently the object of the cruisers was to take the Royal troops by surprise. Later, by a circuitous route, they brought the field guns to Dom Pedro Square. Two shots took effect on the gunners of the *Rafael*, which immediately retired."

"The more powerful *Adamastor* steamed past the arsenal jetty, and bombarded the impregnable citadel of San Jorge. Though the shelling did little damage the large garrison hauled down the Royalist ensign, and hoisted the Republican colours."

"Meanwhile fierce artillery fighting continued throughout the day between the insurgents and the Royalists, holding each of the Avenida Liberdade. The insurgent guns swept the Avenida Liberdade, damaging the hotels on either side in which were several English people. As the firing was at its hottest, the occupants were lowered from the windows and took refuge in a stable, where they subsisted on bread and fruit for two days."

"Night found both sides content. The Royalists, who had had the best of the street fighting, used the darkness to tighten the

cordon. The Foreign Minister assured me the suppression of the revolt was only a question of hours. The directors of fire controlling the Republicans declared:—'We will and must win; if not to-day, then to-morrow.'

"None in Lisbon slept on Tuesday night. The city was in inky blackness, and disturbed by the cannonade and whirr of the machine-guns of the forces on the opposing heights. I crept up the deserted Avenida Liberdade, and found the Royalists had mounted guns on the heights to the west and were bombarding the insurgents, but probably doing little damage in the darkness."

"Returning to my hotel, I mounted the roof and saw the searchlights of the two Republican cruisers sweeping the bay. Presently there was a grim tragedy. Further on the *Dom Carlos* rode at anchor. During the day she had not given a sign of life, but suddenly there was a great commotion observable on board. The noise of the wrangling and shouting was borne across the water. Lights were seen moving. The volleys of musketry and the rattle of machine-guns told the three Englishmen and myself on the roof of the hotel, who were mute witnesses of the scene, that a struggle for the possession of the ship was going on. Any doubts were removed when the warship's forward searchlight was turned on to the quarter-deck, lighting up objects as day. There stood a group of officers, with a few sailors round a machine gun. As the searchlight found them and held them in its white glare, a volley from enemies hidden in the darknes forward crashed into their midst."

"And I saw those on the quarter-deck using the machine-gun, but, blinded by the intense light, how could they see to shoot? Then came darkness and a pause, but the toll-tale light flashed out again. It held the victims in its grip, and as their dark uniforms were silhouetted against that beam of white light, the hidden machine gun forward whirled afresh, and the rest of the group on the quarter-deck went down. Once more the searchlight flashed out, but there was no need for fresh Republican volleys. Every man of that little body was lying dead around the gun. So perished the last gallant remnant of the officers and men of the *Dom Carlos*, who sealed with their lives their allegiance to the King."

HEROIC MUNICIPAL GUARDS.

London, October 8th.

The Daily Chronicle, this morning, publishes a continuation of its special correspondent's telegram. He adds:

"The seizure of the flagship *Dom Carlos* won the victory for the Republic. The crew behaved in a demoralized fashion and kept up a furious random cannonade throughout the night, the searchlights sweeping the harbour."

"At sunrise on Wednesday the remaining forts hoisted the white flag, disheartening the Royalists. At first detachments of troops, then battalions, surrendered, with the exception of the Municipal Guards, who fell in heaps rather than surrender. A remnant of soldiery and the Municipal Guards made a last stand at Praca Camoes. They resisted quick-firing guns for fifteen minutes, but the position was hopeless and they surrendered. Half an hour later the Republic was proclaimed."

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Somali* is expected to arrive at Colombo on the 3rd prox., at 6 a.m.

The T.K.K. str. *Kyo Maru*, which left here on the 25th August, arrived at Calcutta on the 20th instant.

Yokohama on the 26th inst. sails from Hongkong on the 26th inst. for the 4th prox.

The T.K.K. str. *Tenyo Maru* arrived at San Francisco on the 21st instant.

The P.M. str. *Manchuria* arrived at Manila on the 22nd inst. en route for Hongkong, and is due to arrive at this port on the 25th inst.

Rowland's
Macassar
Oil

FOR THE HAIR

Is the Best Preparation you can use.

WHY?

BECAUSE without it the Hair becomes dry, thin, and brittle, and this is the nearest approach to the natural oil in the Hair, the loss of which causes baldness.

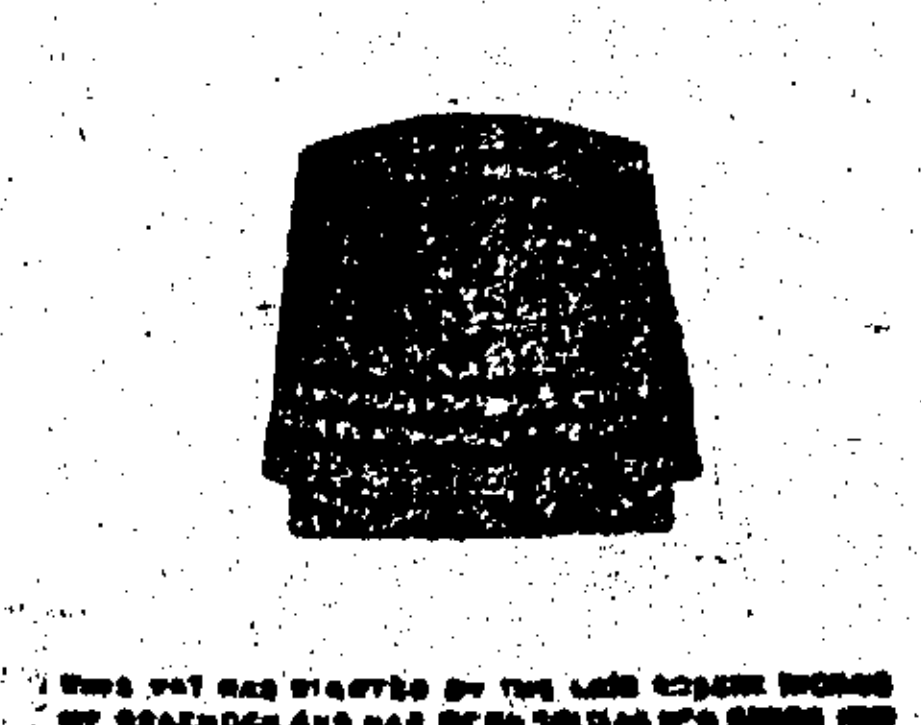
BECAUSE you must keep the Hair well nourished and not dry, or you will soon lose it.

Ladies require it to keep the Hair soft and shiny.

Men require it to prevent baldness.

Children require it to lay the foundation of a luxuriant growth. Sold in a Golden Colour for Hair, Oil of Rose, Chamomile, and Eucalypti, of Hatten Garden, London. Avoid cheap imitations and only buy the genuine Rowland's.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S
OLD VAT

There are no other brands of whisky so highly esteemed as Thorne's Old Vat.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.

A. S. WATSON & Co. Ltd.

THE CURSE OF MALARIA.

HOW IT MAY BE REMOVED.

"With the banishment of Malaria a new era will dawn in history."

Those words, which cast a lurid glow on the importance of the disease directly responsible for more invaliding and death than any other cause in China were spoken, a short time ago, by a distinguished man. Before that can be achieved, however, untold millions of lives will have been sacrificed to the ravages of that pernicious microbe, which plays such havoc with the red blood corpuscles, destroying them, and devouring their haemoglobin, while producing poisons which rack the limbs with pain, reduce physical and mental strength to a very low level, and set up changes which may lead to the disease of many more important organs.

Malaria is, however, too well known to every resident in the tropics to make it necessary to paint a picture of the suffering it induces.

What is necessary in the public interest is to point out clearly, simply, and directly how the disastrous effects of the disease in all their varied manifestations may be overcome, how the patient may recover his full health, strength, and vitality, and be protected against further attacks.

After quinine has done its work, the need is urgent for a reconstituent and revitalising preparation to restore the quality of the blood and conquer the general malnutrition of the body which is the inevitable result of the destruction of its vital particles.

THE CURSE REMOVED.

Nothing, it has been proved times without number, has so potent an influence for good as Sanatogen, which is universally recognised as the greatest reconstituent preparation and most revitalising tonic-food science has yet discovered. Composed of glycerophosphate of sodium, the active principle of the nervous system, chemically combined with casein, the albuminous or body-building element of pure milk, Sanatogen is the most easily digested of all tonic-food substances. It is rapidly assimilated by the body, and immediately begins to nourish the muscles as well as the nervous system, which finds in the preparation the supply of its vital phosphorus in exactly the form in which it can be most easily made use of. In addition, it increases the number and quality of the red corpuscles to an amazing extent. It frequently increases them by half a million per cubic centimetre in a fortnight, putting up the haemoglobin at the rate of two per cent. per week.

The result is that the sufferer's wasted body fills out, his drawn, lined face gets young again, his dim eyes grow bright, and his prematurely grey hair resumes its normal tints, so that he seems to grow younger and younger until he becomes as well as he ever was before.

Children are likewise profoundly affected by Malaria, which retards their growth in a most marked manner. When, however, they take Sanatogen, they rapidly regain their lost weight, recover their health, and start growing again. Sanatogen's power in overcoming the disabilities produced by Malaria have been attested by a large number of doctors throughout the tropics, as well as by hundreds of laymen.

MEDICAL AND LAY EVIDENCE.

Among medical men, Dr. H. H. W. Hart, Hapur Remount Depot, Babangarh, United Provinces, India, writes: "I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with the results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen."

Mr. Thomas Lynne, Calcutta, writes: "I was a broken-down wreck of a man as far as health goes, and have been a martyr to Malaria for four years, becoming weaker and weaker with the natural run-down condition and its accompaniments, Brain-fag, Nervousness, and Dyspepsia. Two bottles of Sanatogen have made an extraordinary difference for the better; nay, for the best. I shall always highly recommend Sanatogen everywhere I go. You will readily understand what a boon such a restorer of life is to people out in the Tropics, who have the awful heat to fight against."

In addition to curing the after-effects of Malaria, and thus putting the body in the best possible condition to withstand the diseases of the liver, kidneys, etc., which follow in its train, Sanatogen is the best known preventive of Malaria, as it maintains the body in the finest state of health, and, therefore, in the most advantageous position for throwing off the attacks of the Malarial germ.

An exceedingly interesting pamphlet, "How to keep well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent free on application, mentioning the "HONGKONG DAILY PRESS," to Messrs. A. S. WATSON & Co., HONGKONG, from whom also Sanatogen can be purchased. Sanatogen may be obtained of all chemists. [1218-1]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL MINES CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan."

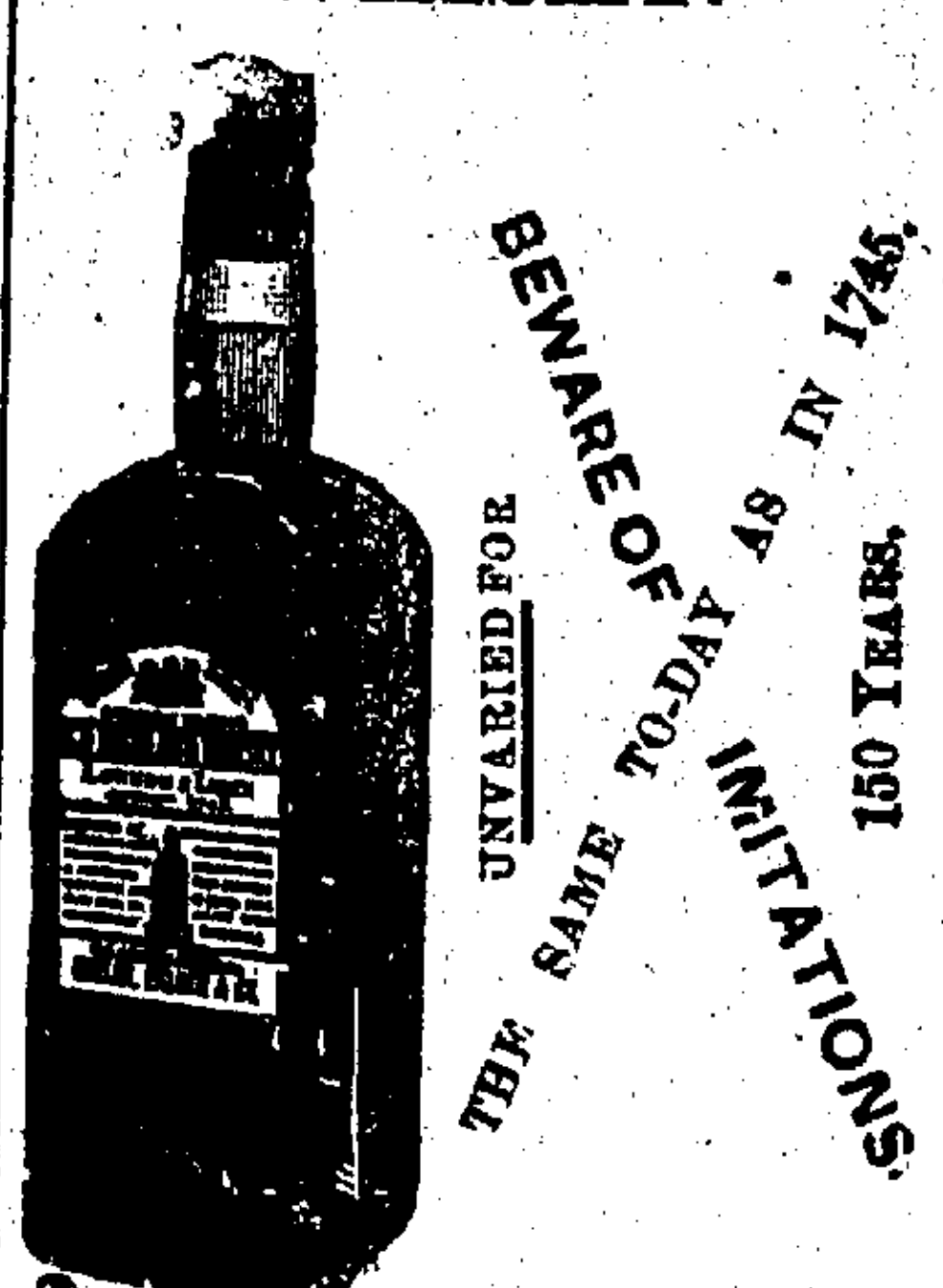
BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [531]

APIOLINE
(CHAPOTEAUT)

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal. CHAPOTEAUT, 8, rue Vivienne, Paris. Sold by A. S. Watson.

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS. [46]



NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Island, Godowns, whence delivery may be obtained. No Claims will be admitted after the 26th inst. have left the Godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m. All Claims must reach us before the 30th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo
Ex. S.S. "THERAPIA" from Smyrna.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 26th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside; such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 25th October, 1910. [1205]

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" from Havre "Normand" from Bordeaux ex s.s. "V. de Rohanfort" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 31st inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Nov., or they will not be recognized. All damaged packages will be examined on the 1st inst., at 5 P.M.

No Fire Insurance has been effected. F. THOMAS,
Agent.

Hongkong, 24th October, 1910. [2]



WINFRED CIGARETTES.

Per 50
50 cents.

In handsomely decorated tins
and in Patent air-tight tins.

Virginian Leaf Cigarettes, made from
pure Tobacco of the finest quality at
moderate price.

SOLE PROPRIETORS:

ARDATH Tobacco Co., LONDON.



STRAITS SETTLEMENTS STOCKS AND SHARES.

Singapore, October 13

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, Sept. 14	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore & Co's Prices, Sept. 14	Dividends
15/ paid	Alor-Pongau	15.6	25%	2/ fy. paid	Malacca Ordinary	8.50	.....
9/ fy.	Anglo-Johore	17.00	70%	2/ fy.	Mertins	8/6	.....
17/8	Anglo-Malay	.....	.....	2/ fy.	Merton Syndicate	.....	.....
9/ fy.	Bakap	.....	.....	2/ fy.	Mount Austin	.....	.....
9/ fy.	Batavia	.....	.....	2/ fy.	Narborough Est.	10%	int. '03
9/ fy.	Batu Kawan	5.10.0	.....	2/ fy.	North Hummel	.....	.....
2/ fy.	Batu Tiga	.....	.....	2/ fy.	Padaung Java	.....	.....
2/ fy.	Berangan Selangor	.....	.....	2/ fy.	Pandan Johore	.....	.....
2/ fy.	Berangan Perak	.....	.....	2/ fy.	Pelapah (Johore)	.....	.....
2/ fy.	Bidur	.....	.....	2/ fy.	Pemak	.....	.....
2/ fy.	Blands Selangor	.....	.....	2/ fy.	Peneiro Est.	.....	.....
2/ fy.	Bukit Cili	2.17.6	.....	2/ fy.	Pine	.....	.....
2/ fy.	Bukit Kajang	2.7.6 pm	.....	2/ fy.	Ramiah	.....	.....
2/ fy.	Bukit Mertajam	17.10.0	100%	2/ fy.	R. Est. of Krian	.....	.....
2/ fy.	Bukit Rajah	.....	.....	2/ fy.	R. of Johore	.....	.....
2/ fy.	Bukit Selangor	6.0.0	.....	2/ fy.	Saga	13.15.0	10%
2/ fy.	Castellfield	.....	.....	2/ fy.	Seaford	7.7.6	100%
2/ fy.	Changkat Salak R. and Tin.	4.3	.....	2/ fy.	Selangor	3.8.6	.....
2/ fy.	Cheronesse	.....	.....	2/ fy.	Seletar Rubber	.....	.....
2/ fy.	Chioviot	.....	.....	2/ fy.	Sempah	.....	.....
2/ fy.	Chota Rubber	2.3.6	135%	2/ fy.	Sendayan	.....	.....
2/ fy.	Cicely Ordinary	2.3.6	140%	2/ fy.	Serampoon	.....	.....
2/ fy.	Consol. Malay	1.6.6	50%	2/ fy.	Singapore	.....	.....
2/ fy.	Damansara	6.0.0	25%	2/ fy.	Singapore Para	.....	.....
2/ fy.	Dennistown	.....	.....	2/ fy.	Singapore (Bertam)	.....	.....
2/ fy.	Enbb. Selangor	14.6	15%	2/ fy.	Strathmore R.	.....	.....
2/ fy.	Enbb. Selangor	.....	.....	2/ fy.	Sungei Bahr	.....	.....
2/ fy.	Gairing (Malacca)	.....	.....	2/ fy.	Sungei Choh	.....	.....
2/ fy.	Gula-Kalumpang	5.15.0	10%	2/ fy.	Sungei Kapar	.....	.....
2/ fy.	H. and Lowlands	15.10.0	50%	2/ fy.	Sungei Kriut	.....	.....
2/ fy.	Inch Kenneth	.....	.....	2/ fy.	Sungei Liang	.....	.....
2/ fy.	Johore Pari	.....	.....	2/ fy.	Sungei Salak	.....	.....
2/ fy.	Johore R. Land	.....	.....	2/ fy.	Tangkab	.....	.....
2/ fy.	Jong-Land	.....	.....	2/ fy.	Third Mile	.....	.....
2/ fy.	Jura Estates	.....	.....	2/ fy.	Tremelby	.....	.....
2/ fy.	K'pong Kuantan	.....	.....	2/ fy.	U. and B. Kelong	.....	.....
2/ fy.	Kamuning "A"	.....	.....	2/ fy.	Val d'Or Est.	.....	.....
2/ fy.	Do. "B"	.....	.....	2/ fy.	Vallambrosa	2.4.6	250%
2/ fy.	Kapar Para	10.10.0	10%	2/ fy.	Trust and Finance Companies	.....	.....
2/ fy.	Kelas	.....	.....	2/ fy.	Anglo-Straits R. L.	.....	.....
2/ fy.	Keppong	.....	.....	2/ fy.	Eastern Internat. Trust	.....	.....
2/ fy.	Killinghall	.....	.....	2/ fy.	Mid-East Invest.	.....	.....
2/ fy.	Kinta Kelas	.....	.....	2/ fy.	Rubber Plantations Invest. Trust	80%	'09
2/ fy.	Klanang	.....	.....	2/ fy.	R. Share Trust	.....	.....
2/ fy.	Klanang Kelas	.....	.....	2/ fy.	Straits M. & Trust.	.....	.....
2/ fy.	Kota Tinggi	.....	.....	2/ fy.	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
2/ fy.	Krubong	.....	.....	2/ fy.	Anglo-Java	.....	.....
2/ fy.	Kuala Klang	8.17.6	30% int. '09	2/ fy.	Asahan Sumatra	.....	.....
2/ fy.	Kuala Lumpur	.....	.....	2/ fy.	Bangawan R.	.....	.....
2/ fy.	Kuala Pahi	.....	.....	2/ fy.	Beaufort	.....	.....
2/ fy.	Kuala Selangor	17.3	25%	2/ fy.	Central Sumatra	.....	.....
2/ fy.	Lahau	4.5.0	27%	2/ fy.	Indian Pannaula	.....	.....
2/ fy.	Laudron	4.5.0 pm	.....	2/ fy.	Jaya Pannaula	.....	.....
2/ fy.	Ledbury	2.5.0 pm	17%	2/ fy.	Kanis	.....	.....
2/ fy.	Landu	.....	.....	2/ fy.	Langkon	.....	.....
2/ fy.	Linggi	3.13.0	100%	2/ fy.	Manchester	.....	.....
2/ fy.	London Asiatic	13/	.....	2/ fy.	Nirmla (Java)	.....	.....
2/ fy.	Lumut Est.	26/	.....	2/ fy.	Pontianak	.....	12%
2/ fy.	Madangly Est.	.....	.....	2/ fy.	Sumatra Para	.....	.....
2/ fy.	Malacca 7 1/2 Cum. Partici-	8.5.0	10	2/ fy.	Sumatra Props.	.....	6%
2/ fy.	pating Pref	.....	.....	2/ fy.	United Serdang	.....	10/6
2/ fy.		.....	.....	2/ fy.	Utd. Sumatra	.....	.....

SHIPPING IN PORT.

Arrival	Departure
ANORIN, German str., 1,001, Sankwitz, 20th Oct. - Bangkok 12th October, General - Butterfield & Swire.	ANORIN, German str., 1,001, Sankwitz, 20th Oct. - Bangkok 12th October, General - Butterfield & Swire.
AUSTRIA, Austrian str., 4,871, G. Haidich, 23rd Oct. - Kobe via Shanghai, 14th Oct. - General - Sander, Wieler & Co.	AUSTRIA, Austrian str., 4,871, G. Haidich, 23rd Oct. - Kobe via Shanghai, 14th Oct. - General - Sander, Wieler & Co.
BUTTER MANU, Japanese str., 1,314, S. Yamano, 24th Oct. - Shanghai 12th and 23rd Oct. - General - Osaka Shosen Kaisha.	BUTTER MANU, Japanese str., 1,314, S. Yamano, 24th Oct. - Shanghai 12th and 23rd Oct. - General - Osaka Shosen Kaisha.
CHENAN, British str., 1,350, Lloyd Jones, 23rd Oct. - Shanghai 20th October, General - Butterfield & Swire.	CHENAN, British str., 1,350, Lloyd Jones, 23rd Oct. - Shanghai 20th October, General - Butterfield & Swire.
CHINA, American str., 3,185, D. E. Friele, 18th Oct. - San Francisco via Porto 20th Sept. - General - P. M. S. S. Co.	CHINA, American str., 3,185, D. E. Friele, 18th Oct. - San Francisco via Porto 20th Sept. - General - P. M. S. S. Co.
CHUPHONG, British str., 1,193, F. Mooney, 21st Oct. - Tientsin, Chetoo and Weihaiwei 16th Oct. - General - Jardine, Matheson & Co.	CHUPHONG, British str., 1,193, F. Mooney, 21st Oct. - Tientsin, Chetoo and Weihaiwei 16th Oct. - General - Jardine, Matheson & Co.
CROFTON, British str., 1,424, Courtney, 24th Oct. - Wuhu 18th October, General - Jardine, Matheson & Co.	CROFTON, British str., 1,424, Courtney, 24th Oct. - Wuhu 18th October, General - Jardine, Matheson & Co.
COWAN, British str., 3,063, F. Fialla, 7th Sept. - Singapore 20th Sept. - Kerosene Oil - Asiatic Petroleum & Co.	COWAN, British str., 3,063, F. Fialla, 7th Sept. - Singapore 20th Sept. - Kerosene Oil - Asiatic Petroleum & Co.
DEWANE, British str., 1,574, Jenkins, 24th Oct. - Saigon 20th September, Rice and General - Mas Fat & Co.	DEWANE, British str., 1,574, Jenkins, 24th Oct. - Saigon 20th September, Rice and General - Mas Fat & Co.
EMPIRE, British str., 2,845, P. T. Helms, 23rd Oct. - Sydney, 20th Sept. - General - Gibb, Livington & Co.	EMPIRE, British str., 2,845, P. T. Helms, 23rd Oct. - Sydney, 20th Sept. - General - Gibb, Livington & Co.
EMPEROR OF CHINA, British str., 3,046, E. Ambuhl, B.N.S., 20th Oct. - O.P.R. Co. 28th Sept. - Mails and General - O.P.R. Co.	EMPEROR OF CHINA, British str., 3,046, E. Ambuhl, B.N.S., 20th Oct. - O.P.R. Co. 28th Sept. - Mails and General - O.P.R. Co.
FALIA OF NITE, British str., 1,234, Wm. McKensie, 16th Oct. - New York and Durban 4th Sept. - Standard Oil Co.	FALIA OF NITE, British str., 1,234, Wm. McKensie, 16th Oct. - New York and Durban 4th Sept. - Standard Oil Co.
FUTABA MARU, Japanese str., 1,356, S. Kumawaki, 10th Oct. - Wakamatsu via Moji 5th Oct. - General - Ataka & Co.	FUTABA MARU, Japanese str., 1,356, S. Kumawaki, 10th Oct. - Wakamatsu via Moji 5th Oct. - General - Ataka & Co.
HAJIMASHI, British str., 2,856, Elliot, 18th Oct. - Durban 18th Sept. - Kerosene Oil - A. K. & Co.	HAJIMASHI, British str., 2,856, Elliot, 18th Oct. - Durban 18th Sept. - Kerosene Oil - A. K. & Co.
HANGKOW, British str., 999, R. Robertson, 4th Oct. - Swatow 3rd October, Ballast - Butterfield & Swire.	HANGKOW, British str., 999, R. Robertson, 4th Oct. - Swatow 3rd October, Ballast - Butterfield & Swire.
HIRANO MARU, Japanese str., 2,262, H. Fraser, 24th Oct. - Shanghai 21st October, General - Nippon Yusen Kaisha.	HIRANO MARU, Japanese str., 2,262, H. Fraser, 24th Oct. - Shanghai 21st October, General - Nippon Yusen Kaisha.
HONGKONG, British str., 2,550, R. Bainbridge, 23rd Oct. - Singapore 16th Oct. - General - Order.	HONGKONG, British str., 2,550, R. Bainbridge, 23rd Oct. - Singapore 16th Oct. - General - Order.
HUI PING, British str., 1,267, Waggon, 20th Oct. - Wuhu via Shanghai 17th October, Rice - C. E. & Mining Co.	HUI PING, British str., 1,267, Waggon, 20th Oct. - Wuhu via Shanghai 17th October, Rice - C. E. & Mining Co.
KUROKAWA, British str., 1,217, E. Forayth, 23rd Oct. - Tientsin 16th October, General - Butterfield & Swire.	KUROKAWA, British str., 1,217, E. Forayth, 23rd Oct. - Tientsin 16th October, General - Butterfield & Swire.
KURUMI, British str., 1,275, H. Mathias, 9th Oct. - Wakanabe via Swatow 8th Oct. - Coal - Butterfield & Swire.	KURUMI, British str., 1,275, H. Mathias, 9th Oct. - Wakanabe via Swatow 8th Oct. - Coal - Butterfield & Swire.
LEWIS, British str., 3,182, Mansfield, 4th Oct. - New York 22nd July, General - Jardine, Matheson & Co.	LEWIS, British str., 3,182, Mansfield, 4th Oct. - New York 22nd July, General - Jardine, Matheson & Co.
LYONS, British str., 3,206, A. H. Smith, 16th Sept. - New York 20th July, General - Jardine, Matheson & Co.	LYONS, British str., 3,206, A. H. Smith, 16th Sept. - New York 20th July, General - Jardine, Matheson & Co.
KAJUMA MARU, Japanese str., 1,436, S. Sone, 21st October - Yokohama - Ballast - Order.	KAJUMA MARU, Japanese str., 1,436, S. Sone, 21st October - Yokohama - Ballast - Order.
KAMATA, British str., 1,142, D. E. Davies, 16th Oct. - Newchwang - Butterfield & Swire.	KAMATA, British str., 1,142, D. E. Davies, 16th Oct. - Newchwang - Butterfield & Swire.
KANGA, Chinese str., 1,002, Bressander, 11th Oct. - Haiphong 9th Oct. - General - Order.	KANGA, Chinese str., 1,002, Bressander, 11th Oct. - Haiphong 9th Oct. - General - Order.
KIAI, Chinese str., 1,222, H. Udden, 5th September - Chinkiang 30th August, General - Tang Lee & Co.	KIAI, Chinese str., 1,222, H. Udden, 5th September - Chinkiang 30th August, General - Tang Lee & Co.
KOWLOON, German str., 1,487, A. Enigh, 21th Oct. - Wuhu 15th Oct. - Rice - Hamburg - America Line.	KOWLOON, German str., 1,487, A. Enigh, 21th Oct. - Wuhu 15th Oct. - Rice - Hamburg - America Line.
KUMANO MARU, Japanese str., 5,076, Winckler, 24th Oct. - Melbourne via Manila 22nd Oct. - General - Butterfield & Swire.	KUMANO MARU, Japanese str., 5,076, Winckler, 24th Oct. - Melbourne via Manila 22nd Oct. - General - Butterfield & Swire.
KWANGTUNG, Chinese str., 1,536, Pratt, 22nd Oct. - Shanghai 19th October, General - C. M. S. N. Co.	KWANGTUNG, Chinese str., 1,536, Pratt, 22nd Oct. - Shanghai 19th October, General - C. M. S. N. Co.
KWONGSANG, British str., 1,428, Bishard, 22nd Oct. - Swatow 21st Oct. - General - Jardine, Matheson & Co.	KWONGSANG, British str., 1,428, Bishard, 22nd Oct. - Swatow 21st Oct. - General - Jardine, Matheson & Co.
LEWIS, British str., 2,361, D. Reid, 1st Sept. - Hongkong 30th Aug. - General - Dodwell & Co.	LEWIS, British str., 2,361, D. Reid, 1st Sept. - Hongkong 30th Aug. - General - Dodwell & Co.
LIGHTNING, British str., 2,122, L. P. Smith, 24th Oct. - Calcutta 6th and Singapore 17th Oct. - General - David Sassoon & Co.	LIGHTNING, British str., 2,122, L. P. Smith, 24th Oct. - Calcutta 6th and Singapore 17th Oct. - General - David Sassoon & Co.
LOONGKONG, British str., 1,076, F. Wheeler, 24th Oct. - Manila 21st Oct. - General - Jardine, Matheson & Co.	LOONGKONG, British str., 1,076, F. Wheeler, 24th Oct. - Manila 21st Oct. - General - Jardine, Matheson & Co.
MINNEAPOLIS, American str., 1,323, T. W. Garlick, 22nd October - Seattle 19th Sept. via Manila 20th Oct. - General - Nippon Yusen Kaisha.	MINNEAPOLIS, American str., 1,323, T. W. Garlick, 22nd October - Seattle 19th Sept. via Manila 20th Oct. - General - Nippon Yusen Kaisha.
MONTAGUE, British str., 6,163, W. Davison, 22nd Oct. - Liverpool - Vancouver 20th Sept. - Lumber and General - Canadian Pacific Railway Co.	MONTAGUE, British str., 6,163, W. Davison, 22nd Oct. - Liverpool - Vancouver 20th Sept. - Lumber and General - Canadian Pacific Railway Co.
PAKAT, German str., 1,018, E. Gathmann, 24th Sept. - Bangkok 17th Sept. - Rice - Butterfield & Swire.	PAKAT, German str., 1,018, E. Gathmann, 24th Sept. - Bangkok 17th Sept. - Rice - Butterfield & Swire.
PERIA, British str., 2,744, A. Lockett, 22nd October - Mexico 27th Sept. and Moji 18th October, General - Eng. Hok Fong.	PERIA, British str., 2,744, A. Lockett, 22nd October - Mexico 27th Sept. and Moji 18th October, General - Eng. Hok Fong.
PETCHABUL, German str., 1,374, C. Gosewisch, 14th Oct. - Bangkok and Hoheim 13th Oct. - Rice - Wood - Butterfield & Swire.	PETCHABUL, German str., 1,374, C. Gosewisch, 14th Oct. - Bangkok and Hoheim 13th Oct. - Rice - Wood - Butterfield & Swire.
PHAROS, British str., 1,065, Jas. H. Scott, 23rd Oct. - Saigon 18th October, Rice and General - Wo Fat Sing.	PHAROS, British str., 1,065, Jas. H. Scott, 23rd Oct. - Saigon 18th October, Rice and General - Wo Fat Sing.
PONGKONG, German str., 997, B. J. Lewis, 20th Oct. - Bangkok 6th and Kohabang 12th October, Rice and Timber - Norddeutscher Lloyd.	PONGKONG, German str., 997, B. J. Lewis, 20th Oct. - Bangkok 6th and Kohabang 12th October, Rice and Timber - Norddeutscher Lloyd.
PRIMA, British str., 2,905, B. J. Lewis, 5th Oct. - Liverpool - Colon 27th Aug. - General - Butterfield & Swire.	PRIMA, British str., 2,905, B. J. Lewis, 5th Oct. - Liverpool - Colon 27th Aug. - General - Butterfield & Swire.
RUBONIA, Russian str., 3,645, A. Domb, 4th October - Shanghai 30th Sept. - Beans and Tea oil - Melchers & Co.	RUBONIA, Russian str., 3,645, A. Domb, 4th October - Shanghai 30th Sept. - Beans and Tea oil - Melchers & Co.
SHAMSI, Brit. str., 1,234, Pottinger, 18th October - Pakhoi 10th October, Salt and General - Butterfield & Swire.	SHAMSI, Brit. str., 1,234, Pottinger, 18th October - Pakhoi 10th October, Salt and General - Butterfield & Swire.
SHANTUNG, German str., 1,000, H. Oltmann, 22nd Oct. - Bangkok 13th Oct. - Rice and General - Butterfield & Swire.	SHANTUNG, German str., 1,000, H. Oltmann, 22nd Oct. - Bangkok 13th Oct. - Rice and General - Butterfield & Swire.
SHIBUTO MARU, Jap. str., 2,479, Atami, 15th Sept. - Wakanabe 8th Sept. - Coal - Osaka Shosen Kaisha.	SHIBUTO MARU, Jap. str., 2,479, Atami, 15th Sept. - Wakanabe 8th Sept. - Coal - Osaka Shosen Kaisha.
SOSHU MARU, Japanese str., 1,119, K. Sakai, 22nd Oct. - Anping via Amoy and Swatow 21st Oct. - General - Osaka Shosen Kaisha.	SOSHU MARU, Japanese str., 1,119, K. Sakai, 22nd Oct. - Anping via Amoy and Swatow 21st Oct. - General - Osaka Shosen Kaisha.
SUDEA, British str., 3,929, W. E. Kewley, 27th Sept. - Keelung 25th Sept. - General - Standard Oil Co.	SUDEA, British str., 3,929, W. E. Kewley, 27th Sept. - Keelung 25th Sept. - General - Standard Oil Co.
SUNOKIANG, British str., 987, Campbell, 22nd Oct. - Hoio and Cebu 18th Oct. - General - Butterfield & Swire.	SUNOKIANG, British str., 987, Campbell, 22nd Oct. - Hoio and Cebu 18th Oct. - General - Butterfield & Swire.
THURIN, Dutch str., 2,526, H. Koops, 8th Oct. - Batavia - General - Java-China-Japan-Lijn.	THURIN, Dutch str., 2,526, H. Koops, 8th Oct. - Batavia - General - Java-China-Japan-Lijn.
THYDA, Dutch str., 2,453, T. Zwart, 23rd Oct. - Cebu - General - Java-China-Japan-Lijn.	THYDA, Dutch str., 2,453, T. Zwart, 23rd Oct. - Cebu - General - Java-China-Japan-Lijn.
TIPANAS, Dutch str., 2,445, E. A. Kroes, 19th Oct. - Soerabaya 27th Sept. - Sugar - Java-China-Japan-Lijn.	TIPANAS, Dutch str., 2,445, E. A. Kroes, 19th Oct. - Soerabaya 27th Sept. - Sugar - Java-China-Japan-Lijn.
TOUTARE, French str., 782, E. de Catalane, 23rd Oct. - Haiphong 21st Oct. - General - Messageries Maritimes.	TOUTARE, French str., 782, E. de Catalane, 23rd Oct. - Haiphong 21st Oct. - General - Messageries Maritimes.
TURKISH, British str., 1,127, Huxley, 22nd October - Chiofo 17th Oct. - General and Beans - Jardine, Matheson & Co.	TURKISH, British str., 1,127, Huxley, 22nd October - Chiofo 17th Oct. - General and Beans - Jardine, Matheson & Co.
TSINGTAI, German str., 1,002, Fr. Bücking, 6th Oct. - Bangkok 25th Sept. - Rice and Wood - Butterfield & Swire.	TSINGTAI, German str., 1,002, Fr. Bücking, 6th Oct. - Bangkok 25th Sept. - Rice and Wood - Butterfield & Swire.

TSURUJIMARU MARU, Japanese str., 2,559, A. Waki, 12th Oct. - Yokohama 5th Oct. - Coal - Mitsui Bussan Kaisha.

WOSKOW, German str., 1,115, H. Ibbeken, 24th Oct. - Bangkok 16th October, Rice - Butterfield & Swire.

WUWU, British str., 1,227, A. Luckner, 4th September - Shanghai 31st Aug. - General - Butterfield & Swire.

YATSHING, British str., 1,424, Payne, 21st Oct. - Java 10th October, General - Jardine, Matheson & Co.

YUNNAN, British str., 1,206, Owen, 13th Oct. - Wuhu 9th October, Rice - Butterfield & Swire.

ZAPING, British str., 1,618, A. Fraser, 24th October - Manila 22nd October, General - Shawan, Tomes & Co.

SAILING VESSEL.

ARROW, British barque, 2,971, McIvor, 20th May - Anjer 8th April, Kerosene Oil - Standard Oil Co.

DAUMKLEBE, British 4-masted barque, 1,799, Swift, 27th August - Manila 30th July, Ballast - Standard Oil Co.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Act. Comdr. P. H. Noble, M.V.O., Yangtze.

Andromeda, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddie, Hongkong.

Atlas, auxiliary tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britannia, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. E. H. Donovan, Weihaiwei.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, 2d. Comdr. R. Lynes, Hongkong.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong.

Chio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Vane, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. C. E. Lloyd, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Hongkong.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. B. J. D. Guy, V.O., Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. H. S. Monroe, Hongkong.

Janet, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Pargue, Hongkong.

Kinshasa, river gunboat, 615 tons, 1,400 i.h.p., Lieut. Comdr. T. J. S. Lynes, Yangtze.

Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Learmonth, Kuda, B. N. Borneo.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Wintles, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Act. Capt. A. Lowndes, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain H. L. P. Heard, Hongkong.

Moorehead, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. F. Leitch, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude, Hillierdon-Woodward, B.N.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 3,900 i.h.p., Comdr. E. Stevenson, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. W. C. Lush, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, Hongkong.

Salpica, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taken, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner, W. Trillo, B.N. Hongkong.

Tymer, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

Tual, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. H. F. Hamilton, Yangtze.

Thistle, gunboat, 710 tons

INTIMATIONS

NOTICE TO THOSE INTERESTED IN
CIVIL ENGINEERING
WORK.THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL
WORK AT THE

TAIKOO DOCK, HONGKONG

IS NOW FOR SALE.

Portable Locomotive Boilers and Engines.
Marine Boilers Complete.
Vertical Steam Engine, Rope Drive.
"Plenty" Engine and Dynamo.
Vertical Feed Donkey.
Portable Steam Breaker and Auto Screening
and Loading Machine.
Stone Crushers.
Cement Mixer.
Pulverizer Pumps.
Duplex Steam Pumps.
Duplex Feed Pump.
Double Acting Pump, single Cylinder.
Ballast Pump.
Hercules Pump.
Gwynne's Pump.
Plunger Pump.
3-Throw Ram Pump.
Single Centrifugal Pump with Engine.
Single Centrifugal Pump with Pulleys and
Shafting.
Double Centrifugal Pump with Pulleys and
Shafting.
Centrifugal Pump with Pulleys.

12" Expansion Joints for Centrifugal Pump.
o. i. Foot Valves for Centrifugal Pumps 9" and
12" Diameter.
Rocker Pump Engine.
Steam Winch.
Winch for Pile Driving.
Motor Driven Winch with Controller.
Large Pile Driving Steam Hammers.
Small Pile Driving Steam Hammers.
Two ton Hand Cranes.
Tip Waggon and a Number of Carriages for
same.
Iron Skip Buckets.
o. s. Tyred Wheels without Axles.
o. s. Tyred Wheels with Axles.
o. s. Wheels and Axles without Tyres.
14 lb. Rails with Iron Ties.
40 lb. Rails.
Flanged Steel Piping.
Railway Sleepers.
Hardwood Core Bars.
3" Boarding.
Six-Sheave Blocks.
12" o. i. Right Angle Bond.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply
further particulars if necessary.BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

Hongkong, 3rd October, 1910.

[1137]

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS
& CO., LTD.

PRINTING INK MAKERS.

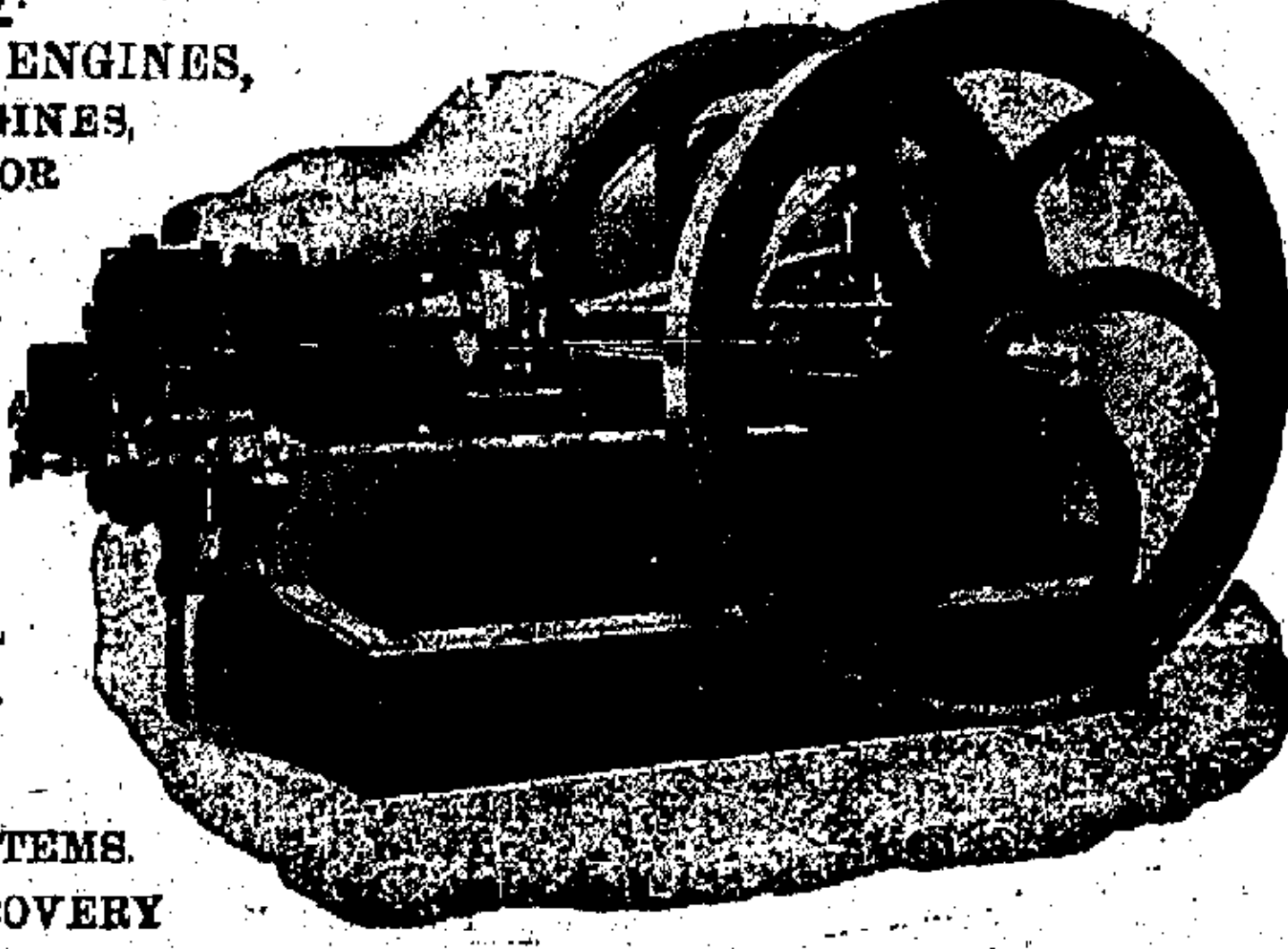
ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907.

[939]

CROSSLEY BROTHERS, LTD.
OPENSHAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS,
GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL.
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.



HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.

COLEMAN'S
WINCARNIS,
THE GREATEST TONIC
IN THE WORLD.WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before."WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No 22, Museum Road, Corner of Soochow Road, Shanghai.

[719]

A LING & CO.

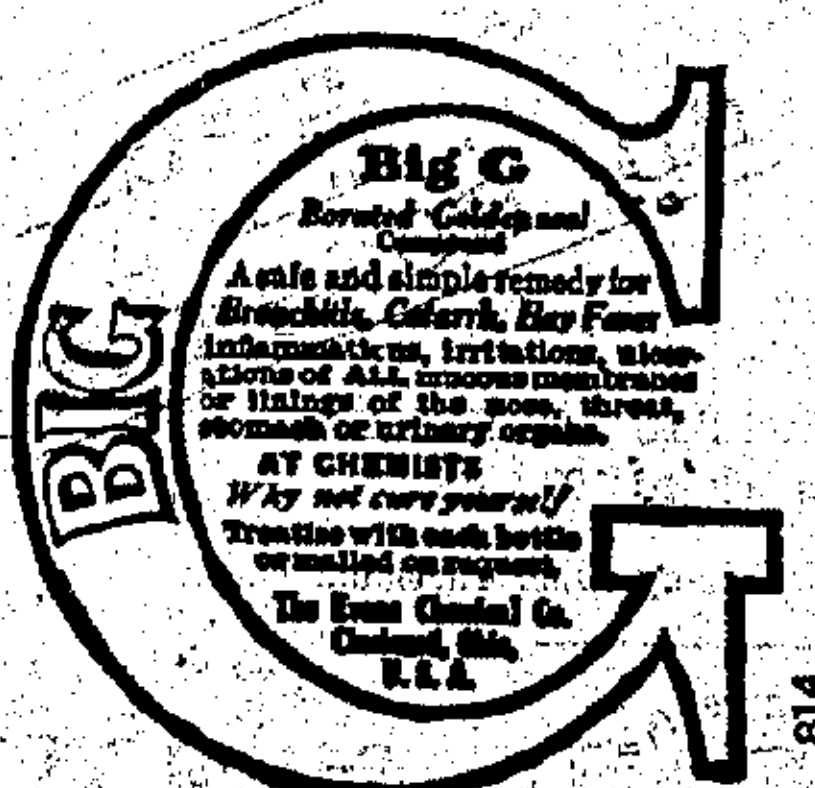
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907

[1184]



THE WORLD'S HUMOUR.

THE ART OF WAR.

"Do you think airships could be used effectively in warfare?" "They might," replied the sceptical person, "if we could provide the airships and induce the enemy to go up in them."—Washington Star.

FAIRIES.

"Do you believe in fairies, little girl?" "No; but I pretend to, just to please mamma. She thinks I do; and why rob her of her harmless illusions?"—Louisville Courier-Journal.

A TRUTH TELLER.

"Laugh, and the world laughs with you; May be quite common sense, But people like it better If they smile at your expense."—New York Sun.

THE MINISTERING ANGEL.

"I don't get to bed until midnight." "Sitting up with a sick friend?" "Well, yes, with a love-sick friend," answered the girl.—Kansas City Journal.

KNIGHT-ERRANT NOT WANTED.

"Long ago," Mr. Fordham observed during an earnest case at the West London Police Court, "before I was versed in the ways of the world, I was foolish enough to go to the protection of a woman who was being assaulted by her husband, and she sprang on me and nearly strangled me. Since then I pass by. I understand some women like it."

MR. CARNEGIE'S SPELLING.

Mr. Andrew Carnegie has been made a freeman of Linton, where a library which he had given to the town was opened. The American Ambassador, who performed the opening ceremony, said that Mr. Carnegie had given a known total of more than £300,000 for the betterment of man. "But," he said, "in spite of Mr. Carnegie's liking for libraries, his spelling is deplorable."

A CURIOSITY.

Mr. Deane, while a tutor at Harvard, made one jest which has since been falsely credited to many men. A visitor, to whom he was exhibiting the curiosities in the college museum, noticed a long, rusty sword, and asked to whom it had belonged. "I believe," replied Mr. Deane, "that it was the sword with which Balaram threatened to kill me." "But," objected the stranger, "Balaram had no sword. He only wished for one." "Very true," said Mr. Deane, "this is the sword he wished for."—Youth's Companion.

THE PASTING CURE.

A tramp, who seemed to be in a starving condition, asked for food at the kitchen of a home in California. "You like fish?" asked the Chinese cook. "Sure," replied the tramp eagerly. "All right; come around Friday."—Everybody's Magazine.

THE ROBBLE SKIRT.

Mary had a little skirt Tied tightly in a bow, And everywhere that Mary went She simply couldn't go—Harper's Bazaar.

PERJURY.

Bald man (in court): "The uproar was so terrible that it made my hair stand on end." Judge: "Look out; remember that you are on oath!"—Vanguard for Blotter.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 29th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	PAUWAN	Brit. str.	—	C. R. Longdon, R.N.	P. & O. S. N. Co.	On 2nd Nov.
COPENHAGEN	TRANQUER	Dan. str.	—	—	—	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PEKING	Swed. str.	—	—	—	On 2nd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOARVA	Ger. str.	k. w.	Hildebrandt	—	On 25th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Porcelius	HAMBURG-AMERIKA LINE	On 3rd Nov.
MARSEILLES, LONDON & ANTWERP	BULGARIA	Ger. str.	k. w.	Jagar	HAMBURG-AMERIKA LINE	On 20th Nov.
MARSEILLES, LONDON & ANTWERP	SERBIA	Ger. str.	k. w.	Sehorna	HAMBURG-AMERIKA LINE	On 8th Dec.
MARSEILLES, LONDON & ANTWERP	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINE	On 18th Nov.
MARSEILLES, LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.	JANING, MATHESON & CO., LD.	About 17th Nov.
MARSEILLES, LONDON & ANTWERP	DUMRA	Brit. str.	—	Rebnat	MESSAGERIES MARITIMES	On 8th Nov., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	TAMGO MARU	Jap. str.	—	Christiansen	NIPPON YUSEN KAISHA	On 9th Nov., at D'Light
MARSEILLES, LONDON & ANTWERP	KAMO MARU	Jap. str.	—	P. L. Sommer	NIPPON YUSEN KAISHA	On 23rd Nov., at D'Light
MARSEILLES, LONDON & ANTWERP	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINE	On 30th Nov.
MARSEILLES, LONDON & ANTWERP	YORCK	Ger. str.	—	J. Randermann	MELCHERS & CO.	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	AUSTRIA	Aus. str.	—	Raich	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	LOTHIAN	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	INVERESS	Brit. str.	—	A. H. Smith	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	EMPEROR OF CHINA	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CHONG MARU	Jap. str.	2 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TAMGO MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	ATWENIC	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	AWA MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	HONGKONG MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TAIYUAN	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	PRINZ SIGISMUND	Ger. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	AKI MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	KUMANO MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TUPANAS	Dut. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	HUPET	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CHIPSING	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	KWONGANG	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	COLOMBO MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	BUJUN MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CHENAN	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	FOOKSANG	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	ARCADIA	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TUNGSHING	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	LIANAN	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CHONGANG	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	LUENYANG	Ger. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	SUEVIA	Ger. str.	k. w.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CEYLON	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	ERNEST SIMONS	Frenc. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CANTON	Swed. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	WESTPHALIA	Ger. str.	k. w.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	SIAM	Dan. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TIBODAS	Dut. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	SOSHU MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	HAIMUN	Brit. str.	2 h.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	HAICHING	Brit. str.	2 h.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	HAITAN	Brit. str.	2 h.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	HAIRANG	Brit. str.	2 h.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CHIEH	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	LOONGSANG	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	ZAVIRO	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TAMING	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	YUENSANG	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	RUBI	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	SUNGKIANG	Brit. str.	1 m.	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	CEYLON MARU	Jap. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	KUTSANG	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	LIGHTNING	Brit. str.	—	—	—	On 2nd Nov., at Noon
MARSEILLES, LONDON & ANTWERP	TIMAH	Dut. str.	—	—	—	On 2nd Nov., at Noon

GIFTS TO CAMBRIDGE
UNIVERSITY.

NEW CHAIR OF ENGLISH.

The Master of Pembroke vacated the office of Vice-Chancellor, which he has held for two years, at Cambridge on the first day of Michaelmas Term. Dr. Maxon, at the outset of his valedictory address to the Senate, made the following reference to the death of King Edward VII. "In looking back over the past undenominational year it is my duty to recall in the first and foremost place the loss which we have undergone in the death of King Edward VII. For the first time in history we had in him a Sovereign who had been a resident member of this University and of Oxford also. King Edward never forgot his connection with Cambridge. He sent his eldest son here to be an undergraduate in College rooms. He visited us frequently. One of his last acts before starting on his final visit to Biarritz was to lend us, in the most gracious manner possible, some of the precious art treasures of his collection at Windsor, and to arrange for similar loans in the future."

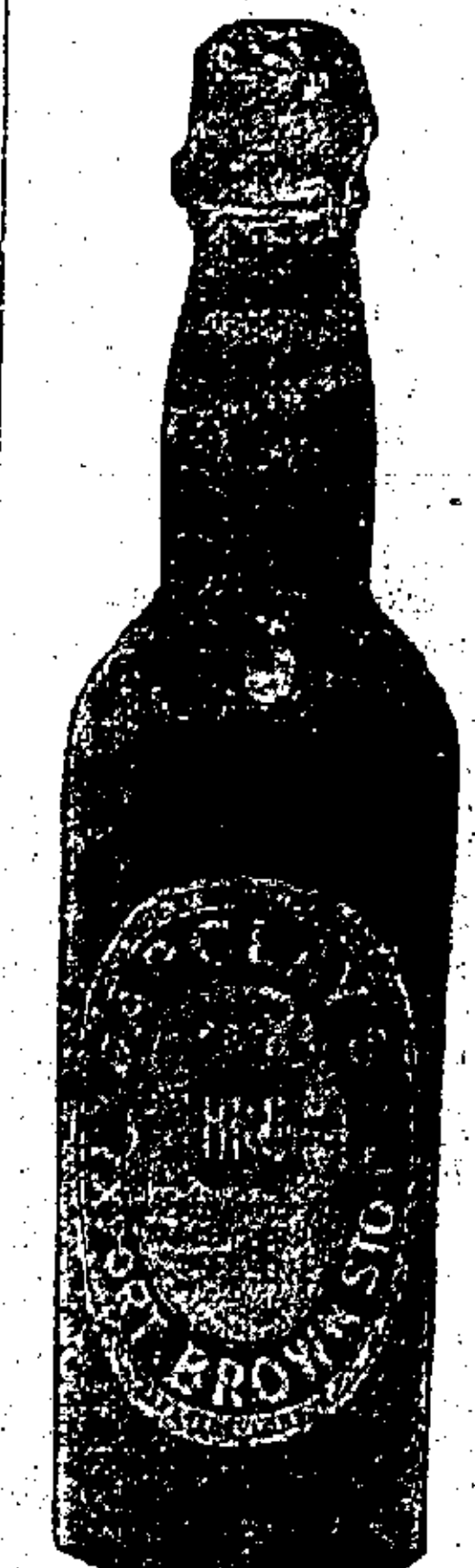
He then mentioned that Sir Harold Harmsworth had offered £20,000 to found a Professorship of English Language and Literature, and that the University had offered to build a new Physiological Laboratory at a cost of £22,000, plus £1,000 for fittings.

Sir Harold Harmsworth's offer, the conditions of which, he said, would be shortly laid before the University, was made to the University Association through Viscount Escher, and the Chair was to be on a scale not inferior to that of the Professorship of German instituted by Messrs. Schreiber & Co. The Laboratory was to be erected on a site provisionally granted by the Sites Syndicate, in accordance with the plans of Mr. Jackson, the architect chosen by the Company, on condition that the University undertook all costs of maintenance. He need not say that the University was in no way pledged beforehand to accept the offer. The Company was aware that the acceptance would mean the raising on their part of a sum which might be roughly calculated at £5,000 or £6,000 for upkeep, and that they had no superfluous money at hand for these things. They knew that if they hesitated before they accepted, it was not because they failed to admire the princely magnitude of their offer, or were ungrateful for their renewed kindness towards them, but only because it was necessary for them carefully to consider ways and means. A report would be laid before them in due course. He would not add that in their decision, but he would only add that if they felt compelled to decline the offer they must consider without a week's delay what else to do for Dr. Myers' department, at present housed, if he might call it housed, in a tenement which was an actual disgrace.

Subsequently the Master of St. John's (Mr. R. F. Scott) was admitted to the office of Vice-Chancellor.

IN MEMORY OF KING EDWARD.

Sir Harold Harmsworth states that the Chair of English Literature which he is endowing will be called the King Edward VII. Chair of English Literature in commemoration of King Edward's undergraduate days at Cambridge. The gift is in the hands of the Crown.

BARCLAY,
PERKINS'
FAMOUS
LONDON STOUT.The
Leading Brandin
ENGLAND.The
best that can
be obtained.

SOLD

EVERYWHERE.

SOLE AGENTS FOR CHINA:

DADY BURJOR & Co.

Wholesale Wine & Spirit Merchants.

[1037]

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immensely the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (translation free) can

be obtained at the Office, 104, Des Voeux Road

Central, Hongkong. 131, Fleet Street, London,

or from the different Agents.

Documents translated from or into Chinese

or Colloquial Chinese.

SHIPPING.

ARRIVALS.

CHINCHI, British str., 1,454, Lindbergh, 25th Oct.—Haiphong 23rd October, General—Butterfield & Swire.

CHINKIANG, British str., 1,290, W. W. Key, 24th Oct.—Nowchang and Chefoo 19th Oct., General—Butterfield & Swire.

COLOMBO MARU, Japanese str., 2,515, E. Combes, 25th Oct.—Singapore 19th October, General—Nippon Yusen Kaisha.

DAONY, Norwegian str., 25th Oct.—Canton.

FABIANO, British str., 1,410, Malkin, 25th Oct.—Java 17th October, Sugar—Jardine, Matheson & Co.

FOOKSANG, British str., 1,987, T. A. Mitchell, 25th October—Calcutta 9th and Singapore 19th Oct., General—Jardine, Matheson & Co.

FUKU MARU, Jap. str., 3,087, H. Tominaka, 25th October—Moi 20th October, Coal—Mitsui Bussan Kaisha.

HAINAN, British str., 641, A. H. Stewart, 25th Oct.—Swatow, 24th Oct., General—Douglas, Lapraik & Co.

HANOI, French str., 630, J. Pannier, 24th Oct.—Haiphong and Hoihow 23rd Oct., General—A. R. Marty.

HELEAS, Norwegian str., 860, A. Korudsen, 25th Oct.—Hankow 17th Oct., Rails and Iron—Asgard, Thorsen & Co.

KANAS, British str., 3,934, Linklater, 25th Oct.—New York 10th Sept., General—Shewan, Tomes & Co.

KWANGLEE, Chinese str., 1,468, Lincoln, 25th Oct.—Shanghai 23rd October, General—C. M. S. N. Co.

LOTHIAN, British str., 3,222, J. Lockhart, 25th Oct.—Shanghai 22nd October, General—Doddwell & Co.

NIKKO MARU, Japanese str., 3,429, M. Yagi, 25th Oct.—Nagasaki 21st October, General—Nippon Yusen Kaisha.

SAMSEN, German str., 998, B. Petersen, 25th Oct.—Bangkok 17th and Swatow 24th Oct., Rice—Butterfield & Swire.

SUEVIA, German str., 3,789, B. Kotze, 25th Oct.—Hamburg 10th Sept. and Singapore 19th October, General—Hamburg-Amerika Linie.

OWSANG, British str., 1,787, E. J. Baller, 25th Oct.—Chinwangtao 13th October, Coal—C. E. & M. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
25th October.

Chinkiang, British str., for Canton.

Chuping, British str., for Weibaiwei.

Empire, British str., for Shanghai.

Hainan, British str., for Swatow.

Hirano Maru, Japanese str., for Singapore.

Kanas, British str., for Shanghai.

Kumano Maru, Japanese str., for Nagasaki.

Kwonglee, Chinese str., for Canton.

Onsang, British str., for Canton.

Sosaku Maru, Japanese str., for Swatow.

Typonas, Dutch str., for Yokohama.

Touareg, French str., for Haiphong.

DEPARTURES.

C. FELD, LAEISE, German str., for Hamburg.

CHITURN, Chinese str., for Shanghai.

GERMANIA, German str., for Amoy.

HAYANO, British str., for Swatow.

HUGHOW, British str., for Canton.

OCEANIAN, French str., for Europe, &c.

TEAN, British str., for Manila.

SHIPPING REPORTS.

The British str. Hainan reports: Mod. N.E. wind and sea with passing thick rain.

The British str. Zafiro reports: Moderate N.E. winds, smooth sea, very fine throughout.

The British str. Onsang reports: Light S. wind and slight sun to Lat. 31 degrees N. Long 123 E.; thence to port, light N.E. monsoon.

The British str. Fooksang reports: From Singapore to port, light to fresh N. to N.E. winds and moderate to rough sea, fine weather.

VESSELS IN DOCK.

TAIKOO DOCK.—Union.
September 26th.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. Arcadia left Singapore for this port on the 22nd instant, at 9 a.m., with the outward English Mails, and is due here to-morrow at about 6 a.m.

THE AMERICAN MAIL.
The P.M. str. Asia left San Francisco on the 11th instant en route to Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive at this port on the 8th prox.

THE INDIAN MAIL.
The Indo-China str. Laitang left Calcutta for the Straits and Hongkong on the 16th inst., and is due here about the 1st prox.

THE GERMAN MAIL.
The I.G.M. str. Luetzow, carrying the German Mails with dates from Berlin of the 5th instant, left Colombo on the 22nd instant p.m., and may be expected here on or about the 2nd prox.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. Empress of India left Vancouver on the 19th instant p.m., for Hongkong via usual ports of call.

MERCHANT STEAMERS.
The O.S.K. str. Chicago Maru from Tacoma left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th instant, and is expected here to-day.

The N.Y.K. str. Ceylon Maru (Bomby Line) left Kobe for this port via Moji and Shanghai on the 17th instant, and is expected here to-day.

The N.Y.K. str. Aki Maru (European Line) left Singapore for this port on the 21st instant, and is expected here to-day.

The Barber Line str. Suruga sailed from New York on the 21st ultimo for Hongkong, via the Straits.

The T.T.K. str. Hongkong Maru sailed from Calcutta on the 3rd instant for this port, via the usual ports of call.

The Barber Line str. Shinosa sailed from New York on the 6th instant for Hongkong via the Straits.

The "Ben" Line str. Benason from Antwerp, Middlebrook and London left Singapore on the 20th instant for this port.

The N.Y.K. str. Tamba Maru (American Line) left Kobe for this port via Moji and Shanghai on the 21st inst., and is expected here on the 5th prox.

The Swedish East Asiatic str. Canton left Port Said on the 12th inst., and is expected to arrive here on the 11th prox.

The O.S.K. str. Tacoma Maru left Tacoma for this port via Japan and Manila on the 15th instant, and is expected to arrive here on or about the 20th prox.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due FLYMOUTH (London 1 day later)
Steamer - Tons	1 P.M. SATURDAY	Steamer - Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MAEMORA 10500	March 18	(Through Steamer calling at BOMBAY)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surplus):
1st SALOON £710 SINGLE £106.14 RETURN.
2nd " £488 " £712 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERME DAITE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SUNDIA 4700	January about 25	March about 11
• NUBIA 4700	February about 25	March about 25
• SYRIA 6660	March about 8	April about 24
• NOER 6700	March about 22	May about 8
• PALAWAN 4700	April about 5	May about 22
• HORNED 4600	April about 19	June about 5
• SICILIA 6700	May about 3	June about 19
• SUMATRA 4600	May about 31	July about 17
• NILE 6700	June about 14	July about 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surplus):
1st SALOON £550 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4 "

• Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

THE BANK LINE, LIMITED

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C. & SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
AYMERIC	4,363	J. Boyd	20th November.
REDHILL	3,882	H. E. Dowall	15th December.
SUVERIC	6,232	F. E. Cowley	17th January.
KUMERIC	6,232	G. B. McNeill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

• These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 24th October, 1910.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" Sat., 29th Oct.	"ALLAN LINE" Friday, 25th Nov.
"MONTEAGLE" "EUREKA" 8th Nov.	
	From St. John, N.B.
"EMPRESS OF INDIA" Sat., 19th Nov.	"EMPRESS OF BRITAIN" Fri., 16th Dec.
"EMPRESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPRESS OF CHINA" Sat., 14th Jan.	"ALLAN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers £43 " £45.

and 1st Class Railway " " "

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI & YOKOHAMA	"CANTON"	On 11th November.
COPENHAGEN	"PEKING"	On 25th November.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 13th October, 110.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS.	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG ...	"YORCK"	17,000	Wed., 2nd Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ...	"LUETZOW"	17,300	About 2nd November.
MANILA, Y.A.P., MARONN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE ...	"PRINZ WALDEMAR"	6,100	Saturday, 5th Nov., at Daylight
YOKOHAMA & KOBE ...	"PRINZ SIGISMUND"	6,000	About 5th November.

(All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken)
For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 21st October, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINCESS ALICE" -	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW" -	17,300	ON APRIL 5TH.
Capt. —		
"KLEIST" -	17,000	ON APRIL 19TH.
Capt. O. PANNKE.		

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

• Fitted with Wireless Telegraphy.
Early booking recommended.
For Particulars, apply to

MELOCHERS & Co.,
GENERAL AGENTS.
[1062]

Hongkong, 15th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA ...	"ERNEST SIMONS"	On 7th Nov., P.M.
MARSEILLES, VIA PORTS ...	"DUMBREA"	On 8th Nov., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours. Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building.
Hongkong, 12th October, 1910.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LINTAS, VENICE, and ADRIATIC PORTS).
THE Company's Steamship

"AUSTRIA."
Captain Raich, will be despatched as above on
TO-MORROW, 27TH OCT., 2 P.M.
This Steamer has special accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 25th October, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"ARCADIA."
Captain S. Barcham, will leave for Shanghai on FRIDAY, the 28th inst., at Daylight.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th October, 1910.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"DEVANHA."
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 29th October, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Malwa," 10,983 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Marmora," due in London on the 10th December, 1910.
Freight will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 17th October, 1910.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "LOTHIAN" On or about 29th Oct.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 26th October, 1910. [1172]

"INVER" LINE OF STEAMERS, LTD.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)
THE Steamship

"INVERESK."
Capt. A. H. Smith, will be despatched as above on or about the 8th Nov.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 25th October, 1910. [1211]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND
MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering. Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

GRAVING DOCK
78' x 88' x 34' 6"
Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD GRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimator given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	Light, 28th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 29th Oct.	See Special Advertisement.
LONDON and ANTWERP	PALAWAN	On 2nd Nov.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. C. R. Longden, R.N.R.		
SHANGHAI, MOJI, KOBE and YOKOHAMA	CEYLON	About 4th Nov.	Freight only.
	Capt. H. N. Rivers, R.N.R.		

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 25th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
ILOILO & CEBU	"SUNGKIANG"	On 25th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 27th Oct., 4 P.M.
SWATOW, TSINGTAU, CHEFOO & TIENTSIN	"HUICHOW"	On 28th Oct., 4 P.M.
HAIPHONG	"OHIELI"	On 29th Oct., 10 A.M.
NEWCHOWANG	"HUPEH"	On 29th Oct., Noon
SHANGHAI	"LINAN"	On 29th Oct., Night
MANILA	"TAMING"	On 1st Nov., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 10th Nov., 3 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 26th October, 1910

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 28th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 1st Nov., at 11 A.M.
"HAITANG"	Capt. A. E. Higgins	FRIDAY, 4th Nov., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

MAIMUN	Capt. A. H. Stewart	WED. DAY, 26th Oct., at 11 A.M.
		SUNDAY, 30th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th October 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 26th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 25th October 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN	"CHIPSING"	Wed. day, 26th Oct., Noon
SHANGHAI via SWATOW	"KWONGSANG"	Thursday, 27th Oct., D'light
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Thursday, 27th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SHANGHAI	"TUNGSHING"	Saturday, 29th Oct., Noon
SHANGHAI	"CHOYSANG"	Monday, 31st Oct., Noon
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Monday, 31st Oct., 5 P.M.
MANILA	"YUENSANG"	Friday, 4th Nov., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 26th October, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SUEVIA ... 26th Oct.	S.S. BELGRAVIA ... 3rd Nov.
S.S. WESTPHALIA ... 8th Nov.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. ARABIA ... 18th Nov.	S.S. ALBEMAR ... 9th Nov.
S.S. BRASILIA ... 1st Dec.	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 15th Oct.	S.S. SENEGAMBIA ... 18th Nov.
S.S. BLAVANIA ... 16th Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SUEVIA ... 30th Dec.	S.S. SILVIA ... 20th Nov.
S.S. SEGOVIA ... 12th Jan.	MARSEILLES, HAVRE & HAMBURG:
S.S. SPEZIA ... 28th Jan.	S.S. SUEVIA ... 30th Nov.
	FOR ROTTERDAM, ANTWERP & HAMBURG:
	S.S. BULGARIA ... 8th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, at Noon.
S.S. KIYO MARU	11,200 "	About Mid. Feb., 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christiansen 8,000		WED. DAY, 9th Nov., at Daylight.
	KAMO MARU Capt. F. L. Sommer, 9,000		WED. DAY, 23rd Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl, 7,000		SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKO.	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 8th Nov., at Noon.
HAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 6th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 23rd Oct., at Noon.
	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED. DAY, 26th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne, 6,000		WED. DAY, 26th Oct., P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes, 8,000		WED. DAY, 26th October.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma, 7,000		THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave H.K.	To London, per New Steamer	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class	\$ 550.00
KITANO	9000	1st Mar.	"	" 825.00
IYO	7000	15th "	"	" 360.00
HIRANO	9000	29th "	"	" 540.00
TANGO	8000	12th April	"	" 500.00
KAMO	9000	26th "	"	" 750.00
AKI	7000	10th May	"	" 330.00
MISHIMA	9000	24th "	"	" 495.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class	\$ 230
INABA	7000	28th Mar.	"	" 221
TAMBA	7000	25th April	To London via New York:	1st Class \$ 260
AWA	7000	23rd May	" via St. Lawrence:	1st Class \$ 259

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 5th Nov., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 25th October, 1910

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH...	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS...	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP...	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIKINI...	SHANGHAI	First half of Nov.	JAVA	First half of Nov.
TJILLWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Telephone No. 375.

Hongkong, 21th October, 1910.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WED. DAY, 2nd Nov., at Noon
VIA MOJI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED. DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED. DAY, 26th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NIPPON YUSEN KAISHA's Steamers at Shanghai, for the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGERTHOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-ATLANTIC RAILWAYS.TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office.
32, WATER STREET
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

[575]

D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERES, AND ALL
SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Public are informed that the Christmas and New Year Parcel mail to the United
Kingdom and other countries in Europe will be closed in this office at 5 p.m. on Friday, the
11th of November, 1910. This parcel mail by the long sea route via Gibraltar is due in London
on the 17th of December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents.
Such parcels are due to reach London with the Letter mail on the 9th December.

Parcels containing any article of Gold or Silver must be insured for at least part of their
value. All insured parcels must be sealed. All the seals on the parcel must be of the same
kind of wax and must have distinct impressions of some private device. This device must be the
same on each seal. Strips, Curved, Dotted or Crossed lines are not admissible. Buttons or
Coins must not be used for sealing parcels.

The Clerks of the Post Office are strictly forbidden to seal parcels or to affix Declaration
Forms or Stamps on Parcels or Letters, for the Public. Parcels that in the opinion of a Postal
officer do not comply with the above regulations will not be accepted.

The *Arctica*, with the English mail of the 30th September, left Singapore on Saturday, the
22nd inst., at 9 a.m., and may be expected here to-morrow, at 6 a.m. This packet brings the
parcel mails closed in London for despatch by the all sea route on the 21st of September, and
for despatch overlaid on the 28th of September.

The *Manchuria*, with the American mail, is expected to arrive from Manila on Friday,
the 28th inst.

FOR	PER	DATE.
Fort Boyard and Haiphong	Touareg	Wednesday, 26th, 8.00 A.M.
Swatow, Amoy and Ningpo	Sashu Maru	Wednesday, 26th, 9.00 A.M.
Swatow	Haimun	Wednesday, 26th, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 26th, 11.00 A.M.
Wellswell and Tientsin	Chipsing	Wednesday, 26th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 26th, 1.15 P.M.
Shanghai, Kobe and Yokohama	Suevia	Wednesday, 26th, 2.00 P.M.
Hollid and Cebu	Sunghien	Wednesday, 26th, 3.00 P.M.
Shanghai, Moji and Kobe	Colombo Maru	Wednesday, 26th, 3.00 P.M.
Swatow and Shanghai	Kwongang	Wednesday, 26th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Bajun Maru	Thursday, 27th, 9.00 A.M.
Shanghai	Typhode	Thursday, 27th, 11.00 A.M.
Shanghai, Kobe and Moji	Fookang	Thursday, 27th, 11.00 A.M.
Bangkok	Angkon	Thursday, 27th, 11.00 A.M.
Singapore, Penang and Calcutta	Avoria	Thursday, 27th, 1.00 P.M.
Shanghai	Chenan	Thursday, 27th, 3.00 P.M.
Kobe and Yokohama	Aki Maru	Thursday, 27th, 4.00 P.M.
SHANGHAI	Arctica	Thursday, 27th, 5.00 P.M.
Hollid, Singapore and Bangkok	Petchaburi	Thursday, 27th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 28th, 10.00 A.M.
Manila, Thursday, 1st, Cebu, Cebu, Cebu	Nikko Yaru	Friday, 28th, 11.00 A.M.
Tourville, Brisbane, Sydney, Hobart,		
Launceston, New Zealand, Melbourne,		
Adelaide, Dunedin, Perth, and Fremantle.		
Swatow, Tientsin, Chefoo and Tientsin	Huichow	Friday, 28th, 3.00 P.M.
Manila	Loongang	Friday, 28th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.) } *Empress of China*

Haiphong } *Chien*

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU & SAN FRANCISCO } *China*

SIBERIAN MAIL TO EUROPE

Manila } *Zaira*
Shanghai } *Tungshing*
Newchwang } *Hupei*
Europe, &c., India via Tutuorin }
(Late Letters 11.00 A.M. to Noon Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed on Fri-
day, 28th inst., at 5 p.m.

Shanghai } *Linan*
SIBERIAN MAIL TO EUROPE

Swatow } *Haimun*
Manila, Nagasaki, Kobe, Yokohama and Seattle } *Minosaka*
Shanghai } *Chipsing*
Singapore, Penang and Calcutta } *Lighting*
Singapore, Penang and Calcutta } *Kutsang*

Swatow, Amoy and Foochow } *Haitan*
Manila } *Taming*

EUROPE, &c., INDIA VIA TUTUORIN }
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

SOLE ADDRESS MARINEWORK. 司公限有林威積 PHONE 358.

WILLIAM C. JACK & CO., LTD.,

Gas Lighting, Heating and Cooking.

The most Efficient, Economical,
and Reliable is the

British Welsbach System.

¶ The Welsbach guaranteed burners, with Mantles
of Welsbach Manufacture and Welsbach Artistic
Fittings, make Welsbach not only the lightest but the
most beautiful of all lights.

¶ Also the Welsbach Kerosene Incandescent Lamp
gives the highest results with the lowest consumption.

¶ Every description of Gas Fittings, Heating and
Cooking Stoves, Oil Incandescent Lamps, Oil Cooking
Stoves and Accessories, can be seen at the Show-
rooms

14, Des Voeux Road,
Central, Hong Kong.

(Sole Agents for The Welsbach Incan-
descent Gas Light Coy., Ltd., London.)

COMMERCIAL.	
EXCHANGE CLOSING QUOTATIONS.	
October 25th.	
ON LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/4
Bank Bills, at 30 days' sight	1/10 1/4
Bank Bills, at 4 months' sight	1/11
Credita, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
ON PARIS—	
Bank Bills, on demand	239
Credita, at 4 months' sight	243
ON GERMANY—	
On demand	193 1/2
ON NEW YORK—	
Bank Bills, on demand	46
Credita, at 60 days' sight	47
ON BOMBAY—	
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON CALCUTTA—	
Telegraphic Transfer	140 1/2
Bank, on demand	140 1/2
ON SHANGHAI—	
Bank, at sight	74
Private, 30 days' sight	74 1/2
ON YOKOHAMA—	
On demand—Pesos	92 1/2
ON SINGAPORE—	
On demand	80 1/2
ON BATAVIA—	
On demand	113 1/2
ON HAIPHONG—	
On demand	11 1/2
ON SAIGON—	
On demand	82 1/2
ON HONGKONG—	
Gold Bars, Bank's Buying Rate	\$10.55
Gold LEAF, 100 fine, per test	\$55.40
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.	
Chinese	20 cents pieces, \$5.53 discount.
Chinese	10 " " \$6.50 "
Hongkong	20 " " \$5.38 "
Hongkong	10 " " \$5.99 "

SHARE LIST.—QUOTATIONS.

HONGKONG, OCTOBER 25th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, sellers
National Bank of China, Limited	99,925	27	26	\$81, buyers
Bank of China, Limited	8,504	12 1/2	12 1/2	\$9, sellers
China Bank, Limited	60,000	112	112	\$9.
China Light and Power Company, Limited	50,000	110	110	\$1.20, sellers
China Merchants' Bank, Limited	50,000	11	11	\$1.
China Provident Loan & Mortgage Co., Ltd.	200,000	110	110	\$1, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 100.
Hongkong Cotton Spinning Co., Ltd.	125,000	110	110	110.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 51.
Loan Kung-Mow Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 50.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 220.
Dairy Farm Company, Limited	40,000	7 1/2	7 1/2	\$17 1/2, sales
DOCK AND WHARVES.—				
Hongkong Wharf & G. Co., Ltd.	60,000	450	all	\$54.
Hongkong and Whampoa Dock Co., Ltd.	50,000	55 1/2	all	\$49.
New Amoy Dock Co., Limited	10,000	56 1/2	all	\$5, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 72.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 108.
Fenwick & Co., Limited	18,000	225	225	\$9, sellers
Green Island Cement Co., Limited	400,000	110	110	14, sales
Hongkong and China Gas Co., Limited	7,000	110	110	\$210, buyers
Hongkong Electric Co., Limited	60,000	110	110	\$20, sellers
Hongkong Hotel Company, Limited	12,000	110	110	\$98, sellers
Hongkong Ice Company, Limited	8,000	50 1/2	50 1/2	\$75, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	110	110	\$135, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	110	110	\$7.
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	250	250	\$175.
China Fire Insurance Co., Limited	20,000	110	110	\$115.
China Traders Insurance Co., Limited	24,000	\$53.33	53	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	250	250	\$350.
North-China Insurance Co., Limited	10,000	215	215	\$112 1/2, sellers
Union Insurance Society, Limited	12,400	250	250	\$940.
Yangtze Insurance Association, Limited	12,000	110	110	\$195.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	110	110	\$100, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	110	110	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	50	50	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	50	50	\$39.
MINING.—				
Société Française des Charbonnages du Tonkin	15,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	21	21	\$7, sellers
Peak Tramways Co., Limited	25,000	110	110	\$13, sellers
Philippine Co., Limited	50,000	110	110	\$13, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	110	110	\$145, sellers
Luxon Sugar Refining Co., Limited	7,000	110	110	\$15.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	25	25	\$10, sellers
Douglas Steamship Co., Limited	20,000	50	50	\$21, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	15	15	\$1, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	45	all	58. {L'don
Shell Transport & Trading Co., Limited	2,000,000	21	21	81 1/2.
Star Ferry Company, Limited	10,000	110	110	\$23, sellers
South China Morning Post, Limited	10,000	110	110	\$5, sellers
Steam Laundry Company, Limited	6,000	25	25	\$25, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	110	110	\$10.
Wm. Powell, Limited	15,000	57	57	\$2, buyers
Watson, Limited	10,000	110	110	\$5, sellers
A. S. Watson & Co., Limited	90,000	110	110	\$65, sales
Weissmann, Limited	3,000	110	110	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	110	110	\$11 1/2, sellers
Union Waterboat Co., Limited	100 shares	110	110	\$300.
RUBBERS.—				
Allagars	750,000	2 1/2	all	5/3
Anglo-Malays	1,500,000	2 1/2	all	24 1/2.
Balgonwies	151,200	21	all	\$11 (Sta.)
Batu Tiga	70,000	21	all	92 1/2.
Belit Kajang	70,000	21	all	63 1/2.
Cartelsda, fully paid	80,000	21	all	117 1/2.
Chiviot	30,000	21	all	12 1/2, sales prem.
Eastern and International	250,000	21	10 1/2	105 1/2.
Highlands and Lowlands	307,143	21	all	5/3 prem.
Kamunings	1,825,000	2 1/2	all	16/6
Kuala Lumpur	180,000	21	all	70 1/2.
Labus	100,000	21	all	44 1/2.
Ledbury's	100,000	21	all	46 1/2.
Linggis	900,000	2 1/2	all	12 1/2.
London Asiatics	1,266,000	2 1/2	all	6 1/2.
London Ventures	1,750,000	2 1/2	all	129.
Merlemaus	45,000	21	all	6 1/2.
Pegohs	50,000	21	all	\$29 (Sta.)
Sandycrofts	100,000	21	all	\$30 (Sta.)
Sapongs	100,000	21	all	27 1/2.
Shelfords	65,000	21	all	72 1/2.
Singapore and Johore	125,000	21	all	\$12 (Sta.)
Sumatra Paras	995,000	2 1/2	all	10 1/2.
Sungel-Kapars	90,000	21	all	10 1/2.
United Serdangs	170,000	21	all	700 1/2, sales

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

THE CELEBRATED "THREE CASTLES" CIGARETTES

Are manufactured in Bristol from the finest grades of Virginia Tobacco with all the
skill which W. D. & H. O. WILLS have acquired during the 200 years which have
elapsed since their business was established.

MANUFACTURED IN TWO STRENGTHS

Mild (green label). Medium (yellow label).

50 Cents Per Tin of 50.

ALSO

"MAGNUMS" 75 cents per tin of 50.

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quart.

{ \$51.50 " 2 " Pints.

BRANDY ★ ★ ★ ★ - \$31.00

" ★ ★ ★ - \$28.25

" ★ ★ - \$25.00

"IMPERIAL WHISKY" \$19.75

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL - \$26.00

WHISKY, JOHNNIE WALKER'S \$18.25

OLD HIGHLAND, WHITE LABEL - \$24.50

WHISKY, DO. SPECIAL, RED - \$24.50

WHISKY, C. P. & CO.'S "SPECIAL

BLEND" - \$16.25

PORT WINE, INVALIDS - \$24.75

PORT WINE, DOURO - \$18.00

SHERBY, LA TORRE - \$20.50

SHERBY, AMOROSO - \$24.75

THESE PRICES ARE INCLUSIVE OF DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

45-17

TO DAY

7.30 p.m.—Fireworks Display at the Happy

Retreat.

FORTHCOMING EVENTS.

Friday, 28th Oct.—The Great "Nicola" at